



GRAND MARINA



GENTRY · ANDERSON

DOES YOUR MARINA MEASURE UP TO OURS?

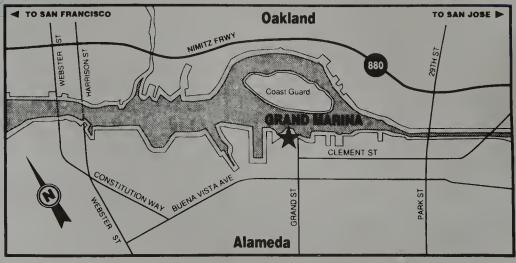
- Does it have new and extra-wide concrete walkways?
- Does it have cable T.V. hook ups?
- · Does it have ice machines at every gate?
- Does it have a fuel dock?
- Does it have a convenience store?
- Does it have tiled bathrooms with eight individual showers?
 - Does it have ample parking?
 - Does it have beautifully maintained landscaping?
 - Does it have secure, locked gate houses?
 - Does it have 10' depth at low tide?
 - Does it have a boatyard / 35 ton comporter on site? (under construction)
 - Does it have brokers on site specializing in power and sail?

GRAND MARINA OFFERS ALL THIS AND MORE

Call today for this months special introductory offer!
Slips from 30'-53'.
Rental Office open 7 days, 9-5.

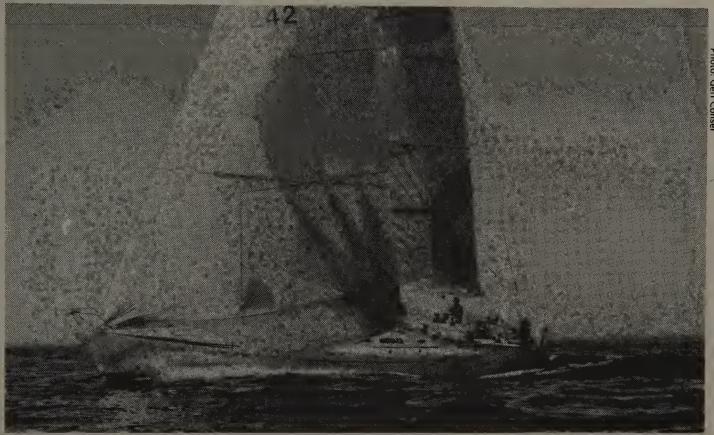
(415) 865-1200

2099 Grand Street Alameda, California 94501



Directions: Off 880 come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand St. 1/2 mile to Grand Marina.

Escape to Cabo San Lucas!



*HEART OF GOLD

"Heart of Gold," Jim and Sue Corenman's Schumacher 50, took off on November's Cabo San Lucas race in search of victory and landed first place honors in their IMS class and fleet, and second in PHRF.

The 870 mile race to Cabo presented days of patience testing light-air sailing. As it turned out only four headsails were needed, the light genoa, the half ounce and three quarter ounce spinnakers, and a special kevlar staysail/slatter. In spite of what some may call adverse conditions, there wasn't a circumstance where "Heart of Gold" did not have the perfect sail for the conditions. The sail inventory made possible some "Great Escapes," which make light-air sailing fun!

Winter sailing on San Francisco Bay offers us some patience testing opportunities of our own. Pineapple Sails can give you the tools you need to make some "Great Escapes" of your own! Call us for information and a quote.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda • West Marine Products in Oakland



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Beneteau Gives You More

More Quality, Performance and Standard Equipment than any other builder!

You don't get to be the world's largest sailboat builder by luck. You get there through experience and building ruggedly durable boats full of quality and value. For 104 years Beneteau has been building in thoughtful details and superb craftsmanship.

What sets Beneteau a step above the rest?

- Exclusive BWS lamination system that provides a 10 year warranty against osmotic blisters.
- A 10 year structural warranty on anything they build.
- Standard equipment on Beneteaus found as costly options on other brands.
- High resale value because people want Beneteaus.

Beneteau builds two distinct lines of boats: the Oceanis cruising series with 50', 43', 39', 37', and 35' models and the higher performance First series with 53', 45', 41', 38', 35', 32', 31', 28' and 23' models.

Come in and check us out!







* Includes New Federal Excise Tax if Purchased Before March 15th

Representing: SAIL – Beneteau • Island Packet • Pearson • Mason • Passport POWER – Tiara • Pursuit • Nordhavn • Elite Craft Hundreds of Brokerage Boats to Choose from

PEARSON 38 ATOURS BATTOURS BATTOURS BATTOURS

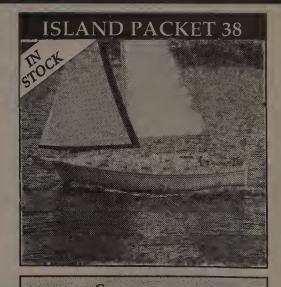
PEARSON BEST BUYS • 1991 PEARSON 38 • Was \$135,750 Now \$123,900 • 1989 PEARSON 37 DEMO • Was \$163,900 Now \$143,500 • 1990 PEARSON 34 •

19 NEW BOATS ON DISPLAY

At our docks, including:
(8) Beneteau, (3) Pearsons
(3) Island Packets, (2) Tiaras
(1) Passport, (1) Pursuit
(1) Elite Craft



1220 Brickyard Cove Pt. Richmond, CA 94801 (415) 236-2633 Fax (415) 234-0118



Secure your
new Island Packet
before February 15th
and take advantage of:
•9.5% fixed financing
•No payments for 90 days
•Special pricing

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COVER PHOTO: Latitude/RS It's hip to be 'square': a timeless beauty at anchor off the Gates of Hercules (Antigua).

> Graphic Design: Karen Toms Copyright 1991 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, infocus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

WHY TAKE CHANCES?

If you are concerned about integrity, candor, and a thoroughly professional service from a yacht Broker/Dealer; Passage Yachts should be representing your interests whether you are buying or selling a boat this year. Check out our reputation; we've earned it.

S	AIL BROKERAG	E
251	CAL4	
271	CATALINA12	
27'	O'DAY 22	
27'	CS, diesel 19	
281	ISLANDER 28, diesel24	
29¹	BAYFIELD, pocket cruiser24	
30'	\$2, center cockpit	
30'	ISLANDER MKII23	
301	ISLAND BAHAMA29	
32'	ISLANDER31	
32'	VALIANT52	
33'	VANGUARO32	
33'	APHROOITE 27	
341	PEARSON68	
341	PANOA89	
341	TARTAN, radar 28	
34'	WYLIE	
351	BENETEAU OCEANIS 350, '8889	
351	U.S. PILOTHOUSE47	,900
351	BREWER CUTTER	
35'	ERICSON	
351	SANTANA54	
35 ¹	PEARSON	
36'	ISLANDER(2) 45	
37'	EXPRESS 11!	5,000
371	HUNTER, (utter rig(2) 54	,,000 1 900
37'	PEARSON 3757	
37'	PASSPORT 118	
37'	SWAN 149	
38'	BENETEAU, 1984	
381		
381		
38'		5.000
401		
401		
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401		2,000
41'		
41'		
42'	BENETEAU 113	B,000
43'		
431		
44'		9,500
	' CSY CUTTER 11:	
441		
441		
	NORSEMAN, center cockpit 19	
	PASSPORT19	
	PERRY 11	
	HINCKLEY SOU'WESTER 50 36	
51'	' PASSPORT, center cockpit 27	9,000
-		_



VALIANT 32 cutter. New epoxy bottom. Beautiful cond. \$52,000.



BAYFIELD 29 cutter. Canadian bluewater pocket cruiser. \$24,900.



HUNTER 40. Radar, dodger, Loran, roller furling, recent upgrades. \$89,900.



PASSPORT 37 very popular cruiser. Radar, dodger. \$118,500.



U.S. 35 PILOTHOUSE. Dual steering stations. Light, airy interior. Cruise or liveaboard. \$47,900.



NORDIC 44. Extremely well equipped for offshore performance. Superb workmanship and enduring quality. Must see. \$149,000.



1220 Brickyard Cove Rd. Pt. Richmond, CA 94801

(415) 236-2633

FAX (415) 234-0118

Everyone knows it takes more than luck to win sailboat races. But doesn't it seem like some skippers happen to "get lucky" more often than everyone else? Don't kid yourself! It's not luck...those guys are just sailing smarter...and they are usually out in front because they consistently place themselves in position to benefit from those "lucky" wind shifts. Or those puffs that seem to arrive just when they need them. (Or the favorable currents they find—that don't show up in the tide book charts!) Wouldn't you like to get a dose of that kind of "smarts"? Well, you can! That's why we created the North U Smart Course.

It's a weekend seminar crammed full of winning strategies and tactics. There are valuable ideas here for everyone ... from dinghy racer to IOR helmsman and PHRF skipper to one-design crew! Like how to best spend the hour before your start. How to preplan for a good start. And how to sail smarter under the rules.

Also how to predict the effects of weather and current. And how to identify the favored side of the course both NORTH upwind and down.

HORTH II)

The Smart Course is taught by some of the best sailors in the world. In two days these guys can teach you (and your crew) more about tactics and strategy than you might learn in a couple of seasons of racing!

The course includes our 250-page Smart Course Book, which has just been revised

A weekend at North U won't guarantee you'll win your next race, or the Season Championship...but it will make you a much more savvy competitor, and help you to avoid beating yourself (which is exactly how a lot of races are lost!). When you begin to sail smarter, racing becomes a lot more fun. And the victories do seem to come more frequently. Reserve a spot now for yourself and your crew in the 1991. North U Smart Course by sending in the registration form at left. Or call us at 522-5373 SMART...IT DOESN'T COST MUCH. for further information.

The two-day Smart Course costs \$150 for the skipper and \$130 for each additional family or crew member. (Groups of 5 or more are \$120 each.) This includes all course materials, but no lodging or food.

Sign up now for ... NORTH U SMART COURSE FEB. 23 & 24 H U CRUISING COURSE

RESERVED SERVE □ Please register me (us) February 23 & 24, 1991 for:

☐ One at \$150 ☐ More (#) — at \$130 ea. ☐ Group (5 or more) — at \$120 ea. 1 can't make the 1991 Seminar, but please send me the Smart Course Book,

tean't make the 1991 Seminar, but please send me the Smart Coulain at \$33.00 plus \$3,00 shipping and handling. (Free with seminar.) ar \$33.00 plus \$3.00 snipping and nanding. (Mee with seminar.)

[Please send me the Fast Course Book on Boat Speed at \$33.00 including Sail Please send me the Fast Course Book on Boat Speed at \$33.00 including Sail Scope, plus \$3.00 shipping and handling. (Not included in Smart Course costs.)

Please register me (us) March 9, 1991 for:

☐ More (#) — at \$70 ea. ☐ Group (5 or more) — at \$65 ea. 1 can't make the 1991 Seminar, but please send me the Cruising Book, at

\$29.00 plus \$3.00 shipping and handling. (Free with seminar.)

1 can't man \$29.00 plus \$3.00 shipper 5			
		Zip	ordered separately)
Vame	State	n only on books	ordercu
Address	(Add 7% Sales	Tax om/	777
City Check enclosed: \$	- MIC	[] EXP.	
City Check enclosed: \$	VISA		(415) 522-5373
Please chars		ions, call:	- 10

For reservations, call: (415) 522-5373 or return coupon to: North Sails

2415 Mariner Sq. Alameda, CA 94501 Daytime Telephone No. __

(List other applicants on separate piece of paper with full addresses and telephone numbers.)

SUBSCRIPTIONS

	Enclosed is \$45.00 for one year First Class Postage (Delivery Time 2 to 3 days) (Canada: First Class only) First Class Renewal Enclosed is \$20.00 for one year Third Class Postage (Delivery Time 2 to 3 weeks)
	Third Class Renewal
	Gift Subscription Gift Card to read from:
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ity	State Zip
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Please send me further information for distribution outside Northern California.

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Latitude 38

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WINTER WARES

TRANQUILITY 65-ft

This world class cruising ketch is offered at the unbelievable price of \$195,000.



RAFIKI 37 For those who missed out on

our last Rafiki we have secured another. Ready for that world cruise. \$67,500.

MONTGOMERY 12

Great starter boat for whole family. Customized with trailer. Drive it off the lot. P.O.A.





HUNTER 34

1984.

She's in beatiful shape, interior recently redone and very well appointed. Below market to sell now! \$39,500.



WE WANT YOUR BOAT!

Due to a very successful fall, we desperately need more boats for waiting buyers. We can offer berthing for special boats and can expose all central listings nationwide through the BUC net computer system. Let us work for you.

RACING

TRANSPAC

If this is what you desire, "then here is your ticket. "Ice Fire." Call for details.



· A Few of Our Other Wares! •

RACERS CRUISING
3 from \$62,500 Alajuela 33 \$45,000
2 from \$167,000 Clarke 45\$148,800
\$175,000 Covalier 45 Ctr \$253,000
47 \$318,500 C&C 48 \$98,000
50 \$250,000 C&N 50 \$152,000
try \$350,000 Clarke 72 \$1,620,000



Dealers For: Elliott Sailboats, Sou Pac 42, Farr 44 and 53, Monterey 30, Integre Motor Yachts and Dubois Motor Yachts





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40° C&C Slaop. Blue LPU hull is like new. 14 sails, refrig, hond rubber varnish int. Shaws better than new. \$112,000.



MACGREGOR 652 available. Racer w/4 chutes, 14 sails. Cruiser w/roller furling, very clean. 2 fram \$110,000.



44' LAFITTE, '80 Cutter w/teak decks, B&G electronics, radar, Loran, autopilot, roller furling. Trans Pac vet. \$155,000.

DADERLENGED SELLORS REPRESENTING DADERLENGED ROARS



CAL 39, '79 Roller furling, windlass, dodger, AP. \$59,500.



35' SANTANA, '83 Harkenraller furling headfail lazy jacks, varnished brightwork meticulously maintained, 14 sails. Asking \$43,000.



34' SAN JUAN, '81 Diesel, wheel, rod rigging, RF, jib, new LPU hull. \$39,000.



HUNTERS 37, 36, 34, 33 All equipped with dodger, roller furling jibs, self-tailing winches, diese aux, wheel steering. \$59,000, \$45,000, \$30,000.

COOPERATION WITH BROKERS EVERYWHERE

SAIL

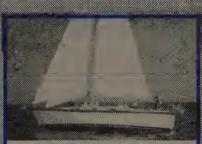
	OAIL	
65'	MACGERGOR2 from	110.000
55'	CLIPPER SCHOONER, 197	5125,000
51'	MORGAN, 1978	. 145.000
50'	COLUMBIA, 1972	59.000
48'	CUSTOM CUTTER	75.000
48'	HANS CHRISTIAN, 1986	.305.000
48'	HUGHES, 1972	
46'	MORGAN, 1980	112 000
45'	COLUMBIA, 1971	89 000
45'	EXPLORER, 1979	100,000
45'	HANS CHRISTIAN, 1976	127 500
45'	MORGAN, 1978	
45'	MULL, 1981	
44'	CSY, 1978	
44'	HARDIN, 1979	
44'	LAFITTE, 1980	. 155,000
44'	MARTIN BROTHERS, 1951	56,000
43'	HANS CHRISTIAN, 1977	
42'	COOPER, 1981	. 109,000
41'	FREEPORT, 1976 FREEPORT, 1978	89,500
41'	FREEPORT, 1978	85,000
41'	MORGAN	
41'	RHODES, 1966	
40'	C&C, 1981	. 112,000
40'	MOTIVA STL PH, 1981	
40'	VALIANT, 1978	
40'	WORTH, 1984	
39'	CAL	59,500
39'	FREYA'	67,500
39'	LANDFALL, 1978	98,900
38'	CATALINA, 1983	45,000
38'	HANS CHRISTIAN, 1983	107,500
38'	MORGAN, 1979	66,000
37'	HUNTER, 1984	62.000
37'	TAYANA, 1978	
36'	CS, 1981	
35'	WARRIOR, 1974	55.000
36'	ATKINS, 1985	35.000
36'	CS. 1981	74.500
36'	CS, 1981FORMOSA, 1980	45,000
36'	HANS CHRISTIAN, 1983	107 500
36'	HUNTER, 1981	
36'	ISLANDER, 1979	
36'	181 ANDER 1976 2 100	
36'	J, 1981	
36'	PEARSON, 1985	95,000
35'	SANTANA, 1979	40,000
00	JAN I ANA, 1979	43,000

35'	SANTANA, 1983	43,500
34'	HUNTER, 1983	49,000
34'	PETERSON	28,000
33'	GUERNEY alum	56,000
33'	HUNTER, 1979	32,000
33'	HUNTER, 1981	32,000
32'	ARIES, 1976	33,500
32'	GULF, 1982	
32'	WESTSAIL	
31'	BOMBAY	28,000
31'	BOMBAYVINDO, 1974	41,000
30'	BRISTOL, 1973	
30'	ERICSON, 1986	45,000
30'	ERICSON, 1985	38,900
301	ISLANDER	20,000
30'	MORGAN, 1970	22,500
301	NEWPORT	17,000
30'	PEARSON 303	48,000

	POWER	
57'	CHRIS CRAFT	169,000
53'	BLUEWATER, 1981	
51'	BLUEWATER, 1984	159,000
50'	DEFEVER	
50'	CHRIS CRAFT, 1960	
19'	ALBIN, 1980	
18'	DUTCH BARGE, 1950	64,500
15'	GALLERT, 1986	189,000
13'	CAL FB, 1984	185,000
13'	PRESIDENT, 1983	
13'	TROJAN, 1986	310,000
12'	CALIFORNIAN, 1986	211,000
12'	UNIFLITE, 1984	169,000
12'	RICHARDSON, 1965	55,000
11'	PT TRAWLER, 1983	
10,	CRUIS-A-HOME, 1975	58,000
10'	SILVERTON, 1983	119,500
37'	HERSHINE	61,000
36'	SEDAN TRAWLER, 1983.	
35'	GOLDEN GATE, 1979	59,500
33'	CHIEN HWA, 1978	55,000
12'	GARVER	
32'	UNIFLITE, 1979	
31'	CRUIS-A-HOME	
30'	WILLARD, 1974	40,000



51' MORGAN, '77 130 hp diesel, radar, dodger, SSB, roller furling, 12 kw gen., Boston Whaler, 3 stok-rooms, \$145,000.



36' PEARSON CUTTER, '82 Roller furling, demand hot water, dodger, AP, propane cabin heater, exc.ellent condition. \$72,500.



37' TARTEN, '82 585 design, autopilot, SaiNa windlass, roller furling, dodger, spinnaker. \$79,000.



32' WESTSAIL, '74 Newengine, autopilot, refrigeration. Legol liveaboard slip. S49,000.

(415) 332-7245 SAUSALITO



CA, 94965

CALENDAR

Nonrace

February 1 — "Tall Ships in the Carribean", a free slide show by Peter McGroarty. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; (916) 332-0775.

February 2 — The U.S. Army Corps of Engineers' Bay Model in Sausalito will be open and in operation. It's an interesting way to pass a rainy day (remember those?); also open on February 6, 20 and 23. For more info, call 332-3871.

February 2 — Ground-Hog Day.

February 2 — Sail a Small Boat Day. Last year, over 150 people sailed I-14s, 505s, Laser IIs, FJs, El Toros and other dinghies at this popular free clinic hosted by SBRA (Small Boat Racing Association) and Richmond YC. Del Olsen, 233-1286.

February 2-3 — YRA Protest Management Seminar at Encinal YC. 9:00 a.m both mornings; no charge; lunch available. For entry forms, call YRA at 771-9500.

February 9-10 — Open Boat Weekend at Marina Village Yacht Brokers (Alameda). Every second weekend of the month, weather permitting. Over 100 used and new boats to inspect. For more info, contact the Marina Village harbormaster, 521-0905.

February 12 — S.E. Alaska's Inside Passage: movies and slides of sailing there in winter and summer. At Lee Sails (Alameda); 7:30 p.m.; free. Don Bogart-Goring, 523-9011.

February 13 — "Celestial Navigation", a free seminar by Gale Stockdale. Stockdale Marine Theatre (Sacramento); 7:00 p.m.; (916) 332-0775.

February 13-17 — Second Annual San Jose Boat, Sport and RV Show. Dee Godbey, 521-2558.

February 14 — Valentine's Day. Take your sweetie sailing.

February 14, 1779 — Captain James Cook had departed from Kealakekua Bay ten days earlier, but the Resolution — one of the two boats in Cook's command — sprung her foremast in a storm two days out, necessitating a return to Hawaii. The natives were less than enthusiastic to see JC again, as he had pretty well worn out his welcome during his previous month-long stay. The situation rapidly deteriorated, culminating in the Hawaiians stealing a long boat from the English. Cook went ashore intending to capture a chief as a hostage to trade for the boat, but was met with much resistance. When one of the mob attacked him, Cook opened fire with a shotgun. In the ensuing melee, Cook was stabbed to death. Ironically, by the time the British explorers sailed



Gear failure on the 'Resolution' led indirectly to Captain Cook's demise.

on, peace had been made with the Hawaiians, and they mourned the good Captain as deeply as his crew. The moral of the story, we suppose, is always 'check your rigging before leaving the dock'.

February 14 — "Coastal Navigation", a free seminar by Richard Winter. Stockdale Marine Theatre (Sacramento); 7:00 p.m.; (916) 332-0775.

February 15 — ESPN America's Cup Programming, part of more than 100 hours of coverage focusing on the '92 A-Cup. Jim



On the Harbor - Santa Cruz



CATALINA 42

A Catalina master piece, this extremely spacious, 4 cabin performance cruiser is the ideal move up to true sailing luxury.



CATALINA 34

Tried and true, one of the most popular boats Catalina now offers. Come see why at O'Neill Yachts.





A BETTER WAY TO BUY A CATALINA

O'Neills offers you more than quick deals and low prices. We offer you very competitive pricing yet will always provide the extra service and attention that makes boat ownership enjoyable. Things are little more relaxed in Santa Cruz and you'll enjoy the extra time and care we take in helping find the boat that's right for you. Visit us in Santa Cruz.



CAL 39, '88. Considered to be one of the finest 39-ft sailing vessels ever. Excellently maintained & includes: roller furling system, spinn. equip., electronics and more. \$69,500.



CATALINA 34, '88. Bristol condition, Loran, full elect., roller furling. \$59,500.

O'Neill Yachts – Providing Consistent Quality Boat Dealership for Monterey Bay



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FILL IN THE BLANKS

A PENNY SAVED IS

HAULOUT/LAUNCH	\$ 4.00/FT.
PRESSURE WASH	\$.75/FT.
LAYDAYS	\$.40/FT./DAY
LABOR RATES:	
REGULAR	\$ 50.00/HR.
WELDING	\$ 55.00/HR.

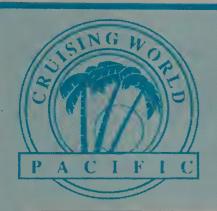


P.S. We have an Ericson 32 in our yard and a 36' Thimatan e soing for \$18,000 at our docks asking \$20,000.

* Last Screndipity 43 hull & deck

New Thunderbird deck and mast.

310 West Cutting Boulevard Richmond, CA 94804 (415) 234-7960



LOCATED: GRAND MARINA, ALAMEDA (415) 521-1929



WESTSAIL 42

Beautifully maintained and completely equipped for your dream voyage. Pack your bags and bring some food and you're ready to go. A must see for the serious cruising sailor, you won't be disappointed. Asking \$109,000.



37' Irwin.......\$47,000 34' Schock, '87 Reduced





33' Ranger 2 from \$29,500 32' Valiant ... 2 from \$39,500









SWEDE 55

Lightning fast and lots of fun. Two people can easily race/cruise this recently re furbished rocket ship. If you want to be sipping Margaritas while the others are still sailing, this is the boat for you. At our docks. \$125,000.

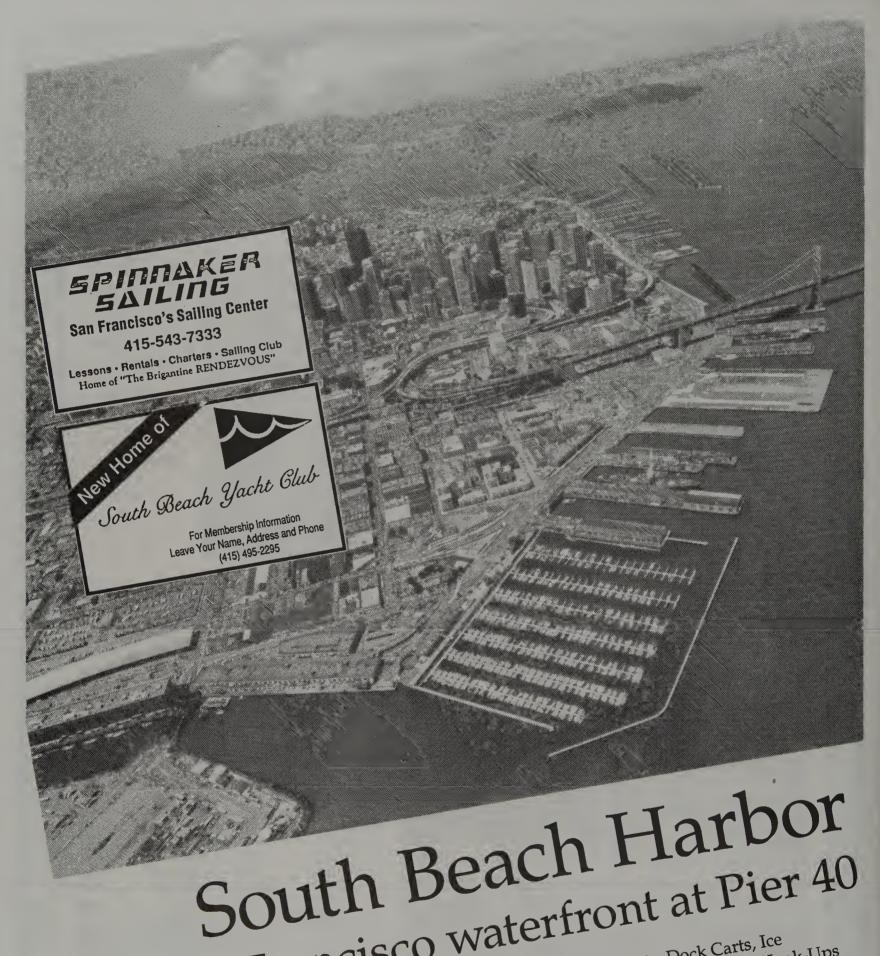
BROKERS CHOICE

23'	ERICSON	\$ 4,900	35'	SANTANA	from 38,500
241	WAVELENGTH	12,500	35'	RAFIKI	New Listing
27'	ERICSON	16,500	35°	8REWER	74,500
27'	5UN	17.500	36°	ISLANDER	39,500
27'	NOR 5EA	35,000	36°	ERICSON C	49,000
28'	NEWPORT	29,500	37'	IRWIN	47,000
29'	ERICSON	2 from 16,500	37'	EXPRES5	115,000
29'	LANCER	19,950	37'	MASON	Pending
29'	J BOAT5	2 from 27,500	38°	(&(65,000
29'	ELITE	29,500	38'	ERICSON	Pending
30'	ALBERG	16,900	38'		104,500
30'	TARTAN	24,900	39'	YORKTOWN	59,950
30'	0'DAY	29,950		CAL	
30'	8RISTOL	30,000		CHEOY LEE OFF5HO	
30'	CATALINA	34,000		BABA	
30.	CAPE DORY	44,500	41'	YANKEE CLIPPER	59,950
30'	FREEDOM	59,500		WESTSAIL	
31'		T 89,500		ALDEN SCHOONER.	
32'	VALIANT	2 from 39,500		TRADEWINDS PH	
32'	WESTSAIL	55,000	44'	PETERSON	109,000
32'	DREADNAUGHT	Reduced 19,500	44'	NOR5EMAN 447	199,000
331	RANGER	2 from 29,500		CORONADO	
33'	PEARSON 10 ME	TER36,950	451	COLUMBIA	116,000
33'	CUSTOM STEEL.	55,000	46"	FORMOSA	84,500
341	SCHOCK PC	64,500	55'	SWEDE	125,000
34'	SA8RE, 1987	89,000	57'	5PAULDING	99,000
35"	FRICSON	37.500			

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CALENDAR

Kelly and Peter Isler (Gary Jobson is competing rather than doing commentary in this Cup) will host a half hour segment scheduled for 6:30 p.m. PST — we think.

February 16-17 — Cal 29 Cruise to Treasure Island. Dinner and dancing Saturday night; informal tennis tournament on Sunday. Advance sign-up required. Bob or Ruth Clark, 892-9798.

February 16-17 — Catalina 27 Fleet Cruise to Sausalito Cruising Club. Sorry, no tennis. Teri Huntington, (408) 251-0687, or Steve Rienhart, (408) 452-7426.

February 22 — ESPN A-Cup Program; 6:30 p.m. PST. Check local listings.

February 23 — YRA Race Management Seminar for CRO (Certified Race Officer) candidates. Golden Gate YC; 9 a.m. 'til 4:30 p.m.; free; lunch available. Kirt Brooks, 284-7041.

February 23 — Encinal YC's Women's Program. Free seminars and sailing starting at 10 a.m.; lunch available at the club; open to all women. This is the first of what is intended to become an ongoing monthly program. Mary Louise Higgins, 748-0289, or Bonnie Boller, 522-6025.

February 24 — Sausalito Tall Ships Society General Membership Meeting, featuring a short slide show on the STSS and a lecture by Jamie White, former rigger on the *Ellisa* of Galveston, the *HMS Bounty*, the *Balclutha* and, presently, the *Hawaiian Chieftain*. Complimentary hors d'oeuvres and liquid refreshments; open to the public; 4 p.m. at the Bay Model in Sausalito. RSVP to Ed Griggs, 332-3871.

February 27 — Cruising Seminar, presented by John Neal and Barbara Marrett. At the Santa Cruz West Marine Products store; 7 p.m.; limited seating; tickets are \$4 in advance and \$5 at the door. Profits are donated to Earthtrust, an organization dedicated to the end of driftnetting in the Pacific. The seminar will be repeated at the following WMP stores: Palo Alto (Feb. 28), South San Francisco (March 1), Oakland (March 4), Sausalito (March 5).

March 1 — "TransAtlantic Chartering", a free slide show by Clayton Williams. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; call (916) 332-0775 for details.

March 1-3 — The San Francisco Chronicle Great Outdoors Adventure Fair in San Francisco's Concourse Exhibition Center. All outdoor recreation activities represented, including sailing. Stop by the Latitude 38 booth and say hello! Diane Levy, 777-7120.

March 9 — Ranger Round-Up. A "rally and sail-in" for Ranger 29s (and 33s if they're interested) at Encinal YC. Hiiiiiyo, Silver! Nancy or Al, 651-7326 or 657-8234.

March 16 — Marine Swap Meet at Stockton Sailing Club. No charge to sellers; 8 a.m. to 2 p.m.; rain or shine! Cheri Skibo, (209) 462-4717.

March 16-17 — Grand Opening of Metropolitan YC's new clubhouse at 1955 Embarcadero, Oakland. All welcome for a weekend of live music and dancing, dinghy racing and lots of food and drink. MYCO, 536-7450.

March 17 — Hobie Day on Folsom Lake. The public is invited to enjoy free sodas, hotdogs and Hobie cat rides courtesy of Hobie Fleet 17. The fun starts at noon at Dyke 8. Kit Wiegman, (916) 736-0647 (w) or (916) 736-0609 (home).

March 20-24 — USYRU Spring Meeting. Palmer House,

March 23-24 — Ericson 27 Fleet Cruise to San Francisco YC. Craig Haggart, (408) 739-1904.

April 14-20 — Sea of Cortez Sail Week, aka Baja Ha Ha. Details forthcoming.

Racing

February 1 — 11th Biennial Puerto Vallarta Race, a 1,125 mile race that bills itself as the "longest international race

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27' CAL 2-2718,500	32' VALIANT, '77 49,500	46' GARDEN KTCH, '73149,50D	34" SILVEKTON, '90 109,000
28' 1ANCER 14.500	33' RANGER 27.500	47' SPRKMN STVNS'73 88,500	35' COOPER, '88 94,500
28' FRICSON '82 28.000	35' SANTANA	S8' CUSTUM STEEL, '87 125,000	36' CARVER, '85 114,500
28' SAN IUAN, '79 17.000	36' ISL FREEPORT, '79 .79.500	118'5CHOONER, '22 345,000	42" CALIFORNIAN, 74 129,500
29' (26' *79 32 500	36' CS '79	POWERBOATS	42" GRAND BANKS, '81 1/5,00
30' (AL '8339.500	36' CS SD. '83 75.000	25' CARVER, '88 40,000	48' CHRIS CRAFT, '85 210,000
30' 52 '82 40.000	39' LANDFALL, '79 75,000	28' BAYLINER, '88 38,000	21. RENEMATER' . 99 " 199'000
30' NEWPORT 28.000	40' CS	28' COOPER, '87 38,500	52" PI CUCKPII, '87 335,000
30' NEWPORT, '77 27,500	41' ISLANDR FREEPORT 76.000	28' APOLLO31,000	60' CHRIS RUAMER 100,000
30' CAPE OORY	44' PETERSON, '75 120,000	30' COOPER, '88 66,500	60" CHRIS CRAFI, '74.495,000
31' IRWIN, '8448,000	45' H.C, '76137,000	30' WILLARD VEGA, '74 42,500	62' WHEELER PH, '71 . 18S,000

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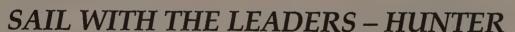
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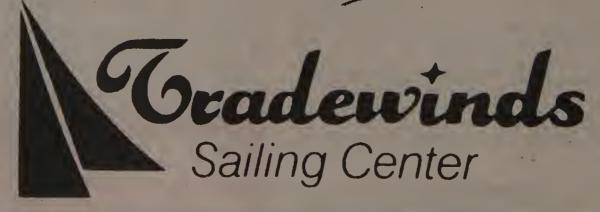
Go the distance . . . Hunter has been building sailboats to challenge the world's oceans for years. Wherever you go you can be confident in the knowledge that you're following in the wake of many an ocean-crossing Hunter. But don't just take it from us – take it from those that sail on them.

Chuck Farrell, owner of Legend 35.5 Quixote

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Duval Editor

Jeff Arnst owner of Hunter 30 "I've owned my Hunter 30 for 11 years and not only raced in the Singlehanded Race to Hawaii, but sailed in very tough conditions many times while sailing in the Gulf Stream and Caribbean, all with no problems at all. You can't find a better make than Hunter."

Publisher of Sailing

Bill Schanen On test sail of Passage 42 in near hurricane conditions Shannen had this to say – "The boat is solid. From the time we cleared the breaking waves in the pass at St. Augustine until we sailed into the lee of Bermuda, the Passage 42 was kicked around by powerful seas. She dropped off steep waves, slammed into others; she was knocked down, boarded by waves, buffeted by spray and deluged with rain. Not only was there not the slightest suggestion of any lack of structural integrity, but the hull – solid glass from waterline up and Baltek end grain balsa cored laminate up to the waterline and including the deck – conveyed a feeling best described as toughness."

Sailing World

Douglas Logan "Anyone who has watched what Hunter Marine has done in the last several years with their hull and rig designs, glasswork, woodwork, interior innovations, and their Cruise Pac standard equipment package - while holding their prices down - cannot help but be impressed."

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New J-35 owner Art Ball



New J-35 owner Dave Corbin

"I'll prabobly be a more casual, port time rocer which the other guys will like becouse I'll be eosy to beot. In moving up fram a Cal 25 my family and I are looking forword to hoving an inbaard, more cruising spoce and o chollenging fleet to graw in."

""After same challenging seasons in the Olsan 30 I wonted samething just as much fun ond exciting ta sail but with an inbaard ond omple roam ta cruise."



New J-35 owner Barry Danieli



New J-35 owner Charlie Kuhn

J/Boats
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"I've owned o lorge number of baots fram Sontana 35 ta my current C&C 29. I wanted something bigger but not sa big that it became unmanogeoble. Speed ond racing ore o strang interest but fun for children and ease of shart handed sailing were also important in my decision."

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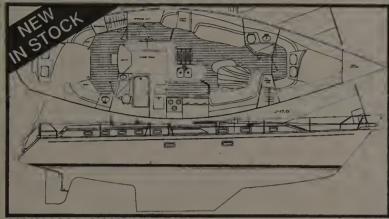
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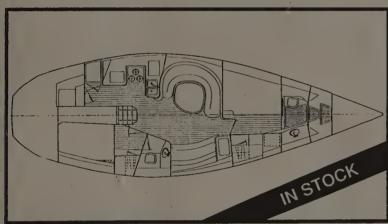
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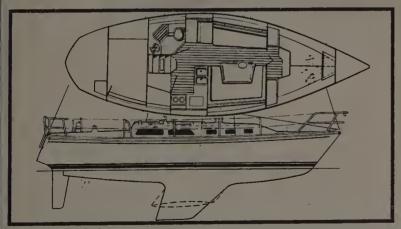
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30' CATALINA, 1983 36,5	00
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	40'	WORTH sloop, '84125,000
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	43'	GARDEN ketch, '7799,000
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CALENDAR

originating in the continental United States." See Race Notes for line-up. Del Rey YC, (213) 823-4664.

February 3 — Start of Leg Three of the BOC Challenge: 7,000

lonely miles from Sydney to Punta Del Este, Uruguay.

February 23-24 — Big Daddy Regatta, "an IMS regatta open to all boats rating 156 and below under PHRF". Another installment of serious fun on the Richmond Riviera, this year with a Mardi Gras flavor. Cajun cooking, live cajun music and a cajun



The Big Daddy motto: 'let's get serious about having fun!'

costume party are all part of the fun. Richmond YC, 237-2821, or

Michael Henry, 236-1586.

February 28-March 11 — The Southern Ocean Racing Conference (SORC). Short buoy races in St. Petersburg and Miami, connected by the classic 403-mile St. Pete-Fort Lauderdale race. Scott Piper, (305) 666-4377.

March 2-3 — Spring Dinghy Regatta. StFYC, 563-6363.

March 2 — Newport Harbor YC's Cabo Race, usually a windy one. Mette Madsen, (714) 673-7730.

March 9-10 — Spring One Design Invitational (E-22, Express 37, Islander 36, J/35, Olson 30, Santana 35, Tartan 10). StFYC,

March 9-10 — BYC/MYCO Midwinters Champion of Champions Regatta. Bobbi Tosse, 939-9885.

· March 12-16 — Congressional Cup. See Race Notes. Long

Beach YC, (213) 598-9401. March 16 - Rites of Spring Doublehanded Race. Oakland

March 16-17 — Spring Keel Invitational (E-22, Express 27,

J/24, J/29, Soling). StFYC, 563-6363. March 23-24 - Berkeley YC's Wheeler Regatta. Janet

Darling, 934-8011.

March 23-24 — Elvstrom Regatta (Laser World qualifier) and Snipe Invitational. StFYC, 563-6363.

March 30 — SSS Singlehanded Farallones Race: "a picnic cruise to a tropical island". Skipper's meeting at Oakland YC on

March 27. Pat Zajac, 232-9965.

April 6 — IYC's Doublehanded Lightship Race; proceeds to

charity. Paul Mazza, 769-8257.

April 20 - Doublehanded Farallones Race, sponsored by BAMA (Bay Area Multihull Association). Don or Erik Sandstrom, 339-1352.

April 20-21 - 25th Camellia Cup on Folsom Lake. "We're doing our rain dances, with feeling, and combined with the marina being dug down an additional 25 feet we should be in good shape," writes Folsom Lake YC's Deborah Radley. Call (916) 929-5734 for an entry form.

April 28 — Opening Day on the Bay.

May 4-5 — Vallejo Race, aka the Season Opener.

May 18-19 — Stone Cup. StFYC, 563-6363.

May 25 — Master Mariners Race. Bill Rickman, 445-7800 (w).

Remaining Midwinter Race Series BERKELEY/METROPOLITAN YC — 2/9-10; Kirt Brooks, 284-7041.



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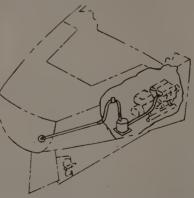
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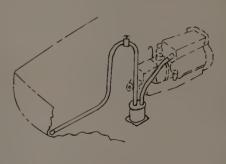
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CALENDAR

BERKELEY YC - "Chowder Races"; 2/23. Paul Kamen, 540-7968.

CORINTHIAN YC — 57th Annual Midwinter Regatta; 2/16-17; CYC, 435-4771.

ENCINAL YC - "Jack Frost Series"; 2/16, 3/16; John Hughes, 523-7132.



Remember wind? (Or, for that matter, rain?) Fear not, summer is coming.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series"; 2/2, 3/2 (the latter is a make-up race for the 12/1 abandonment); GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — "Edna Robinson

Midwinter Regatta Series"; 2/9, 3/10. John Hege, 832-4261.

MONTEREY PENINSULA YC — "Perry Cup Series"; 2/2, 3/2. Two races each day. Jack McAleer, (408) 624-2481.

OYSTER POINT YC — 2/23, 3/23. Lynda Malloy, 952-7403. RICHMOND YC — "Small Boat Midwinters": 2/3, 3/3. Kim Desenberg, 523-8330.

SANTA CRUZ YC - 2/16, 3/16. SCYC, (408) 425-0690. SAUSALITO CC - 2/23; SCC hotline, 332-9349, or John Ruffino, 234-2152.

SAUSALITO YC — 2/9-10, (3/9 make-up); SYC, 332-7400. SIERRA POINT YC — 2/9, 3/9. Steve Sears, (408) 725-1866.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phoneins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

February Weekend Currents			
slack	max 0017/3.8F	slack 0328	max 0606/3.6E
0944 2200	1232/3.1F	1531	1820/3.8E
	0058/3.3F	0407	0655/3.6E
1041 2244	1327/2.7F	1630	1909/3.0E
	0038/1.1E	0335	0627/1.8F
0907 2301	1235/3.7E	1645	2001/2.9F
	0132/1.4E	0424	0716/2.1F
0958 2342	1323/4.0E	1728	2038/3.1F
0221	0459/3.4E	0821	1114/3.0F
1412	1713/4.1E	2041	2341/3.4F
0250		0905	1201/2.9F
1501			ere i i i i i i i i i i i i i i i i i i
0203	0458/2.1F		1116/4.4E
1531	1842/3.3F		201015
			0612/2.4F
0857 2252	1222/4.7E	1628	1939/3.7F
	slack 0944 2200 1041 2244 0907 2301 0958 2342 0221 1412 0250 1501 0203 1531	slack max 0017/3.8F 0944 1232/3.1F 2200 0058/3.3F 1041 1327/2.7F 2244 0038/1.1E 0907 1235/3.7E 2301 0132/1.4E 0958 1323/4.0E 2342 0221 0459/3.4E 1412 1713/4.1E 0250 0540/3.7E 1501 1754/3.6E 0203 0458/2.1F 1531 1842/3.3F 0006/1.7E 0857 1222/4.7E	slack max slack 0944 1232/3.1F 0328 0944 1232/3.1F 1531 2200 0058/3.3F 0407 1041 1327/2.7F 1630 2244 0038/1.1E 0335 0907 1235/3.7E 1645 2301 0132/1.4E 0424 0958 1323/4.0E 1728 2342 0221 0459/3.4E 0821 1412 1713/4.1E 2041 0250 0540/3.7E 0905 1501 1754/3.6E 2113 0203 0458/2.1F 0748 1531 1842/3.3F 2200 0006/1.7E 0317 0857 1222/4.7E 1628

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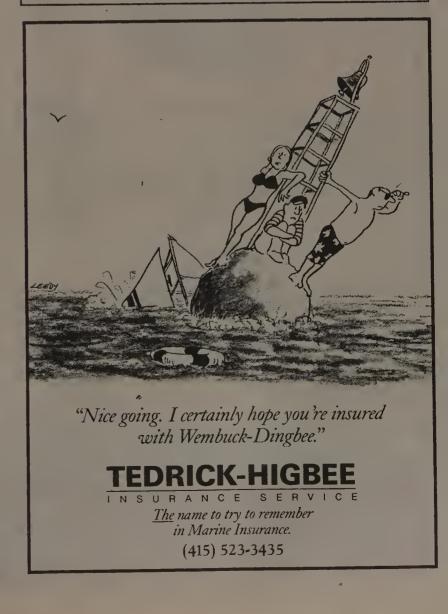
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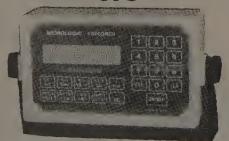


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LETTERS

UNTHE CANAFLAME SOUNDED GREAT

After reading your December article on heaters, I decided to run my own tests.

My Ericson 27 had come with a Cole Stove, which is a bulkhead-mounted, solid-fuel type heater which I've never been able to come to terms with. The Cole Stove burned Presto Log chips or charcoal and needed to be fed almost constantly. Putting too much fuel in at one time - say, three hockey-puck sized chips - caused it to glow cherry red and scare the hell out of me. That's when it wasn't filling the cabin with smoke. And sometimes winddriven rain would get past the baffle on the chimney, come down the pipe, through the ash pit, and dribble on the dining table. What

Then I heard about Canaflame, which sounded great. I decided to give it a try in my 540 cubic foot cabin. From a starting point of 40°F, Canaflame raised the temperature six degrees in 90 minutes - after which time the \$2 can ran dry. Whoop-de-doo!

I then bought a Primus propane camp stove and remodeled the Cole Stove to contain it. Starting at 34°F, the temperature rose 16 degrees per hour — at the lowest setting, which was the best of the three. In addition, the Primus required no chimney, left no ashes or smoke, and was controllable and inexpensive.

Of course, if I can get dock power, my little So-Pac is hard to beat. So I'm keeping them both.

P.S. Regarding the item about the spelling of saloon/salon in the December Loose Lips, my berth neighbor says there are multiple 'o's' in his .

Jack Stilbert Endangered \$pecie Cape George

UNTHE FIRST 'MAD DOG' NOMINATION IS IN

I'd like to tender my nomination for the 'Hard Workin' Sumbitch Mad Dog Dreamer' award to Mr. Steve (Madonna) Molnar of South Bay Boat Works in Redwood City.

This here fella bought a badly mangled Cheoy Lee Frisco Flyer from me (a former candidate for the above-mentioned award), a Frisco Flyer I had saved from an ill-appointed fate with some nameless wanna-be boatwrights.

Doomed to be cut up, I snatched this fine teak lady from the jaws of ignorance and rebuilt her cabin and deck. I then sold it to Steve, a photographer and preppie chef who had called about the boat from a bar in The City. He quit cookin' and starting cuttin', got a job with a boatyard, built a mast, doghouse, cockpit, bulwarks, 26 new frames, slid in some new keelbolts, borrowed my trusty Snark to learn how to capsize gracefully, and finally learned to sail the Cheoy Lee off a mooring. All this in one year's time! I couldn't have done it myself.

Goddamn their eyes.

Cap'n Wood Belmont

C.P. — Congratulations are certainly in order for Mr. Molnar, but what is this business about the eyes? Is this some sailing expression known only to those who toil in the bottom of bilges?

U↑ SEA OF CORTEZ SAIL WEEK

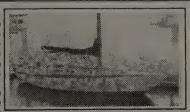
After enviously reading the articles of the past few years about the fun of Sea of Cortez Sail Week (Baja Haha), I'm almost ready to head south. My plan is to trailer my MacGregor 26 to La Paz and sail to Isla Partida for the festivities in April.

While my ocean sailing experience is adequate but not extensive, I have no local knowledge of La Paz or the Sea of Cortez. I would really like to talk with anyone who knows the area. A schedule of events would also be helpful. Can anyone out there tell me what's happening — or am I destined to just wander and

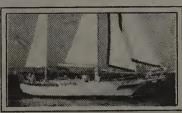
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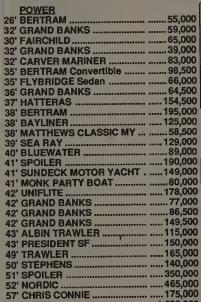
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36' LANCER	50 500
36' CS Sloop	59,500
38' FARALLONE Clipper, 2 from	28,000
40' CHALLENGER	60,000
41' NEWPORT	40,000
41' C&C	149,000
44' PETERSON	110,000
44' CSY44' NORDIC	142,000
45' COLUMBIA	20,000
46' MOTORSAILER	129 000
47' S&S CUSTOM Sloop, 2 from	
47' VALIANT Offers	/ 195,000
47' VAGABOND Ketch	70,000
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65' SWAN 651	1.250,000
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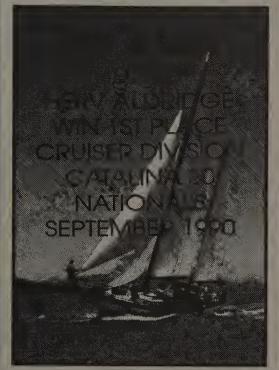
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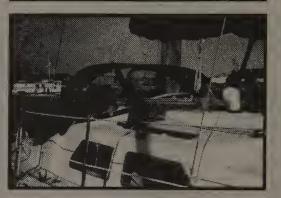
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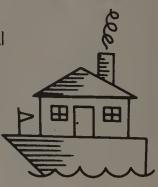
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LETTERS

discover?

If anyone has been there, or if you need someone or something driven to La Paz, please call or write me.

> David Tepperman 2004 S. Karen, Fresno 93727 (209) 255-3349

David — According to the Cruising Club of La Paz, the Sea of Cortez Sail Week dates are April 14 thru April 21. While the details are still being worked out, we can give you a good idea of the schedule:

April 14 — Opening ceremonies in the afternoon at Marina Palmira (a good and convenient place to launch your boat and store your trailer).

April 15 — Race One, 18 miles to Isla Partida. If you're comfortable sailing the Bay on your boat, you shouldn't have any trouble. There are numerous refuges along the way, and if there's heavy weather it will come from the northwest, allowing you to run downwind to safety. Nine times out of ten the problem is that there is too little wind, not too much.

April 16 — Beach day with all kinds of friendly shoreside and aquatic competitions. (Hopefully officialdom has learned that it is not only tasteless but inappropriate to have the women's bikini contest as the first event of the week — and before the men's.)

April 17 — Second Race, about ten miles, course depending on the weather. Nightlife on shore if weather permits.

April 18 — Beach day and night with continuation of competitions and social activities. Probably a potluck and/or chili

April 19 — Race Three, about 15 miles, normally with Los Islotes as the weather mark.

April 20 - Finals of all the competitions and conclusion of talent night.

April 21 — Mass exodus back to Marina Palmira for evening

awards and wrap-up.

As for your having to "just wander and discover", that's pretty much the idea behind cruising in mananaland. Up here you fight the confusion; south of the border you flow with it. If you feel you need to get to know the area, there are any number of charts and cruising guides that can help you get familiar. We suggest Jack Williams' Baja Boaters Guide, Volume II, or Charlies' Charts.

But in all honesty, the thing you should be most concerned about is travelling on land, not sea. Are your tow vehicle and boat trailer in tip-top condition and ready for nearly 1,800 miles of desert driving? And what about your head? Most sailors have been far more intimidated by having to pass big buses on shoulder-less roads with 8½-foot lanes than by the wind and sea off La Paz. For help getting your mind and vehicle ready, consult Jack Williams' Magnificent Peninsula.

Don't get us wrong, we're not trying to discourage you from doing the trip — 'cause it's a great one — but we do want you to direct your attention to where it is most needed.

Unidentity Problems

In regard to December's feature on the Yacht Racing Association's ODCA season champions, I have this to say: I served with John Hauser. John Hauser is a friend of mine. But the picture you published is not of John Hauser!

Lloyd M. Bensten 703 Senate Office Building United States Senate Washington, D.C.

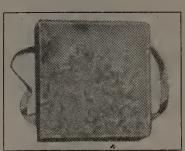
Lloyd — Just because Dan Quayle got the job you were shooting for doesn't mean you have to get your knickers in a twist. That may have been a photo of John Hauser and it may not have been; it was



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"We're so confident of our method," said Durant, "we'll guarantee the results. If you do not pass this course, we'll continue to teach you for free until you do pass!"

\$70,000. Instructors are hand picked, U.S. Coast Guard licensed Captains with years of experience. Graduates receive certification through the prestigious American Sailing Assocation to charter boats up to 30 feet in length. This certification is recognized worldwide.

Club Nautique is offering their guaranteed instructional package at a special low price for a limited time.

"We are offering a \$1026 package for \$595,"

Durant stated.

When asked why they are offering such a valuable package at over a 40% discount, Durant said, "Our own students make the best charter customers. They have been trained in a demanding sailing area and when they come back to us to charter, they take good care of the boats. We're just planting seeds."

Durant quoted a recent Gallup survey which found that 49% of the population of the United States wants to go sailing, but only 4% do.

"With San Francisco Bay at our doorstep, that seems a shame," he observed.

"We have the best sail training program combined with the best sailing conditions in the country. We have found the best way to promote our schools is through the world of mouth from satisfied quaduates."



Apparently the method works. Some recent graduates of the program write:

"Our sailing knowledge and experience were next to nothing and we were somewhat leery when you told us we could learn to sail a 30 foot boat in two weekends. Well, we have completed the course and to our pleasant surprise we feel very comfortable on a sailboat." - Rex and Jeanine Wanlass, Pleasant Hill

"Our instructor was relaxed and at ease, explained and demonstrated techniques that were easily understood." -Leo Brunning, Dublin

"The whole weekend was great!" -Staci Barsanti, San Jose

"I highly recommend your club and course to anyone." -Ron Stansbury, Danville

Given such a positive response to Club Nautique's teaching method, it looks like they are on to something. If you've ever wanted to learn to sail, now is the time. At \$595 (\$695 on weekends), these lessons will fill up fast. Our recommendation is to call them at **1-800-343-SAIL** for further information.

Club Nautique 1150 Ballena Blvd., Ste. 161 Alameda, CA 94501 (415) 865-4700

Club Nautique 100 Gate 6 Road Sausalito, CA 94965 (415) 332-8001

LETTERS

too dark to tell.

*↓***↑↑AIRWAVES ACROSS THE WATER**

Your article on the KMI Point Reyes radio station was great, as it was fun to learn more about how the station works and its history. We used KMI for the first time this summer on our passage from Hanalei Bay to Prince Rupert. The radio operators at KMI were great: friendly, super-efficient and helpful. We were able to get all our calls through. Once or twice KMI had us try different frequencies for better reception, but we always got through.

There are some advantages that a marine SSB hooked into AT&T KMI has over ham radio. Some hams, for example, really push the legality of their ham radio use by ordering parts and asking quasi-business questions during phone patches. The nice thing about SSB is that it doesn't matter; you can do everything from ordering spare parts to checking your bank balance without worrying that some zealous ham will turn you in.

The cost of \$4.98 per minute may seem like a lot to pay for dependable communications, but we sure wish we had SSB last year when we were making calls from Vanuatu and Fiji. Trying to make phone calls from post offices in a lot of countries we've visited has often been very time-consuming. First you have to get the right currency or a phone card, then you have to wait in line, and then often you have to pay for getting nothing more than an answering machine. The fact that all KMI calls are automatically person-to-person makes the effective price quite reasonable by

Another money-saving phone tip we learned while in Australia is AT&T's USA Direct overseas phone service. By calling 1-800-874-4000 you can get a free card that lists special AT&T access numbers for 39 countries. By dialing the access code and the number in the States, you bypass the local operator and save as much as 50% on the call. In countries where not all operators speak English — such as Japan — or where you may have to wait a long time to get an international operator, this is a real help.

On the subject of deck-stepped versus keel-stepped masts, I have owned and extensively cruised boats with both. My experience has been that unless a deck-stepped mast has a support/compression post directly under it, there may be problems. My Vega 27, Mahina, had a deck-stepped mast with a transverse beam beneath it. Whether by my over-tightening the rig or just the compression from sailing hard to windward for 7,000 miles, the deck deflected. The repair wasn't too difficult and solved the problem.

Mahina Tiare, our last boat, was a Hallberg Rassy 31 that had a compression post directly under the base of the mast that transmitted the load to the top of the keel. In 42,000 miles of pretty serious cruising, including beating to windward through hurricane Javier in order to keep from ending up on Socorro, we never had

Our new Mahina Tiare, a Hallberg Rassy 42 that also has a deck-stepped mast, shows no signs of trouble after a 7,000-mile shakedown cruise.

The advantages I see to a deck-stepped mast are: 1. It's easier to pull in order to check prior to a long cruise; 2. There isn't any problem with corrosion at the base of the mast (often a problem with keel-stepped masts); 3. There aren't any problems with deck leaks around the mast; and 4. There is less vibration and noise transmitted into the cabin.

Are deck-stepped masts weaker? I don't know.

John Neal Seattle

Readers — John Neal and Barbara Marrett will be giving cruising seminars at various Northern California West Marine Products stores beginning February 27. See the Calendar for



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LETTERS

details.

UNWHEN IF NOT NOW?

It's time! After years of careful neglect and procrastination, we're getting it together. While sitting in the cockpit of a buddy's boat, the 12-volt blender going at Mach 2, we watched all the tippy, fin-keel wonders pummeling one-another for that extra inch, and we decided 'why not?'

Yes, it's time for the 1st Annual Crab Crusher Regatta and Chili Cook-Off! The well-lubricated organizing committee has come up with certain rules: 1. Full keel boats only. You fin keel folks have plenty of other races. 2. Working sails only. No inboard track 170% genoas for you Hans Christian owners. 3. The course will be designed for reaching and downwind sailing. Remember that we cruisers don't sail to weather. 4. The chili must be prepared onboard during the race. No frozen microwave magic from you generator-toting types. Chili will be judged by our semi-Mexican/Canadian, Jerry 'What Can Go Wrong Now?' Pajon.

The tentative destination will be Benicia in either July or August, as it will provide a good launch platform for Delta Mode. We're also working on an extra points system for towed dinghies, BBQs, baggywrinkle, etc.

A couple of important points. If you're a die-hard racer, the Crab Crusher isn't for you. If you have a protest, call the YRA or someone else who cares.

In order to bring the Crab Crusher to reality, we need 1. Interest, 2. Volunteers and 3. Committee boats. If you've got what we need, call Jerry Pajon at 231-0861 or Mike Sisson at 236-6480.

P.S. If anyone has seen a dinghy named Capella II, give Jerry a call. It was last seen heading toward Honolulu sometime in September.

Jerry Pajon Mike Sisson

Jerry & Mike — If you're serious about your 'not serious race', we suggest you try to somehow align yourself with the Colin Archer Memorial Regatta folks who run a somewhat similar event for full keel boats on the Central Bay.

UNOUR JOB IS TO MONITOR THE IMPACT

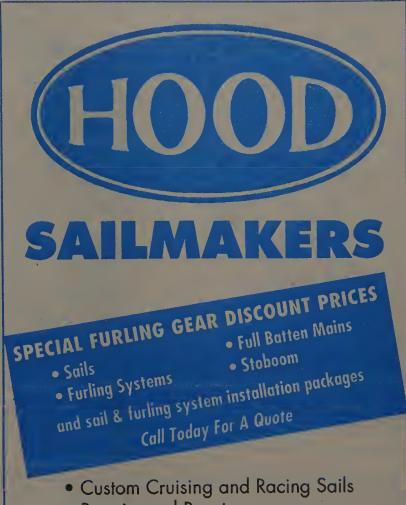
Thank you for your recent references to the BayKeeper program (not 'BayWatch' as referred to in Latitude).

As sailors, boaters and boardheads, we are acutely aware that we are primary users of the marine environment. While we would agree that many boaters are conscious of the deteriorating state of the Bay and its resources and want to be part of the solution, many others are part of the problem. As BayKeepers it is our job to monitor the impact of the latter group and to educate them about how their behavior effects the Bay.

While recreational boats obviously are not the largest source of Bay pollution, they do, nonetheless, contribute to the overall problem. In fact, it is likely that the cumulative impact of sewage, oil spills and other toxic discharges from all of the small untreated pollution sources (boatyards, anchor-outs, marinas, small industries) equals that of the major dischargers (municipal sewage treatment plants, refineries and other major industrial dischargers).

BayKeeper did, in fact, conduct a preliminary survey of Bay Area marinas for levels of bacteria contamination. Contrary to the statement in Latitude, samples from several recreational boat marinas in Richardson Bay did exceed water quality standards for water contact sports and edible shellfish.

We can't continue to justify our own polluting practices by fingering others who are worse polluters. As sailors and boaters, we need to clean up our own act. Latitude's offer of matching funds to survey Sausalito marinas is a great step in demonstrating how we can all become part of the solution. We support it with our money



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LETTERS

as well as our mouths.

Michael Herz BayKeeper

Michael — A couple of things ought to be clarified for our

1. We made four telephone calls to you trying to get the results of the water samples taken on Earth Day. Sometimes you gave us contradictory results, always you were resolutely evasive, and ultimately you stated it wasn't in the best interest of BayKeeper to provide us with the information. If truth is indeed what we're all after, we must confess to being mystified by this behavior.

2. You did, in fact, tell us that the only marina in Sausalito that exceeded state standards for water contact sports was Commodore Marina, a houseboat marina in the extreme north end of Sausalito. Later in the conversation we repeated this statement and asked you

to confirm it; you did.

3. It also seems as though you used words cleverly in an attempt to make our readers question our veracity. You wrote: "Contrary to the statement in Latitude, samples from several recreational boat marinas in Richardson Bay did exceed water quality standards for water contact sports and edible shellfish." You were very careful not to identify it as a 'Latitude statement' because you know damn well that we wrote no such thing. It was you who added the "and edible shellfish" business, which completely altered the statement and our meaning.

Withholding information and playing tricks on a less informed public are exactly the things that have made us extremely skeptical of all environmental organizations. As one wag said, "The first casualty of war — and environmental fund-raising — is the truth." That's clearly an overstatement, but we personally no longer trust environmentalists, especially self-styled ones — any more than we do used car salesmen or television evangelists. We've been burned

too many times.

And what about the relationship of marinas and shellfish? The only such study we're aware of was conducted by the Washington State Department of Health, Shellfish Section, at Liberty Bay, a body of water with lots of boats, marinas and boating-related activities. According to a letter from EPA biologist Stephen Harris to the Kitsap County Herald, "there have been inaccuracies [in that publication] in citing marinas and boat-related activities as a major source of this pollution . . . the conclusion to be reached from this government study is that land-based pollution sources should be considered the greatest threat to Liberty Bay."

Interestingly enough, the only Health Department-sanctioned taking of shellfish in San Francisco Bay is that of Japanese Little Neck clams from near the San Pablo Bridge. While allowed during the summer (the height of the boating season), it's not permitted in the winter because of pollution caused by run-off from streets and

land.

Michael, you say that BayKeeper feels the cumulative impact of sewage from boatyards, anchor-outs and marinas equals that of major dischargers such as municipal sewage plants and refineries. We challenge BayKeeper to provide any evidence to support such a claim. Our challenge is based on the fact that the Environmental Protection Agency reports that the greatest single polluters nationally — and by a huge margin — are municipal sewage treatment plants. Anyone who has followed such matters knows that our local and state treatment plants have had such atrocious records that they've been subjected to millions of dollars of fines each year. The Hyperion Sewage Treatment Plant has been identified as the single greatest polluter in the state, having annually pumped hundreds of millions of gallons of inadequatelytreated sewage into Santa Monica Bay.

Furthermore, the EPA has also determined that the leading cause of coastal and inland water pollution is 'non-point pollution'

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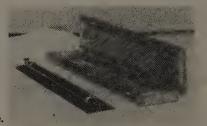
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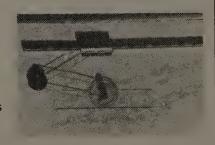
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such as is caused by automobile use, pesticides associated with agriculture and the general toxicity that comes with urbanization.

In any event, if BayKeeper has factual information that indicates boats and marinas are responsible for a much higher percentage of pollution than all the other agencies and organizations claim, we think you have an obligation to present it.

As for your assertion that none of us can justify our own small pollution by fingering greater polluters, may we assume that all BayKeeper staff have evaded hypocrisy by giving up their private vehicles in favor of bicycles and public transportation? As you so accurately noted, if you're not part of the solution, you're part of

the problem.

If we sound angry, it's because we are. We're sick and tired of politicians and organizations making political hay by mutilating the truth in order to use mariners as whipping boys. Boats and mariners do cause some pollution, no doubt about it. But there are damn few objects and people who don't. And while mariners may well be the primary users of the Bay, it is irresponsible for BayKeeper or anybody else to even begin to suggest that we're the primary abusers.

We're not anti-environment at all. Our goals are to find out how much pollution mariners cause, then get mariners to voluntarily slash it to an absolute minimum. That and to encourage the production and use of non-toxic bottom paints. We hope to see other segments of society do as much.

U↑THE HEAT WAS — AND IS — ON

L. Francis Herreschoff once expressed the opinion that the most important piece of cruising gear one can have is a solid fuel stove—and he went on to say exactly how to capture and train one. Edey & Duff, in their 20-foot Stone Horse cruisers, use a cast iron stove about 10" in diameter and 10" high called a #9 Hibachi with Stove Top. These are still available—sort of, anyway—from Les Peters at Portland Stove Company, Box 37, No. Pownal, Maine 04069. I paid about \$70 for the last one. They use a 3" stove pipe and smoke head like those on Ratelco heaters, which are available at marine supply stores or from Ballard Sheet Metal, 4763 Ballard Ave., NW, Seattle 98107.

Having installed these stoves on two different boats, I can tell you they do a fine job of heating a 36-foot yacht. A few charcoal briquets last the whole evening. There is even room to keep a small coffee pot warm on the top. And unlike other types of heaters, they are great for burning used milk cartons, paper plates and other

debris — thereby reducing trips to the dumpster.

As for the fellow who took the chain-saw to the classic sloop in

Galilee Harbor, he has a lot in common with those criminals at the north end of San Francisco Bay who truncated the lovely stern of

Baruna. And for what, I ask you . . . some fool racing rule!

W.B. Hickman Naval Architect Rockland, Mass

W.B. — We're not sure that L. Francis would have assigned the same importance to a solid fuel stove if he cruised in the Delta, Southern California or the tropics, but we appreciate your cold weather expertise on the subject.

UTUSING A CHAIN-SAW, TO SHORTEN THE SUFFERING

In regard to Stephen Osborn's January letter regarding an owner's destruction of a wood boat with a chain-saw, it's ever ponderous to me why people can't understand and accept that wood boats rot and sink. Using a chain-saw to shorten the suffering seems particularly enlightened.

When L. Francis Herreschoff's ashes drifted off to sea — perhaps still in the crematorium's plastic bag — some 30 years ago,



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36' SEA HORSE, 1985. 175 hp Yanmar turbo diesel, Furuna 24-mile radar, lats of extras and in great shape. \$84,500.



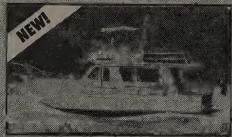
34' MARINE TRADER, 1980. Single 120 hp Ford Lehmon, depth sounder, 2 VHFs, UV protective windows, door screens, windshield canvos. \$59,000.



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49' ALBIN, 1985. This spacious trawler has the room & comfart you want. 3 staterooms, extra spacious salan w/up galley. Has been professionally maintained & shows like new. Asking \$199,000.



48' DEFEVER, 1982. Beautiful trawler has Loron, AP, DS, VHF, Furuno 48-mile rodar, engine sync 8 mare. Twin 120 hp Ford Lehrmans, 950 gal. fuel, 500 water. Sleeps 6, queen island berth aft. \$195,000.



HERSHINE TRAWLER, 1978. San Francisco model. Single 120 hp Ford Lehman. Looded with 24-mile Furuna rador, VHF, depth sounder, stereo, intercom, AP, speed & distance logs. \$79,500.



32' GRAND BANKS, 1977.

the boat design and building industry mistakenly thought they had seen the end of such Bronze Age builders. Why can't people accept

the superior products modern science has produced?

If folks wish to spend all their time and money massaging these spore-ridden, fetid-bilged, toredo worm habitats, than I suppose it's their business, but I for one don't care to hear their whining. More importantly, they shouldn't force their bad taste on someone who obviously had enough of a wood boat.

Nearly the whole of Richardson's Bay — particularly Galilee Harbor — has become an unsightly panorama of worm-ridden flotsam that overly optimistic would-be sailors have wasted thousands of hours on. Sir Thomas Lipton, with his 20-man

maintenance crews, left the scene some years back.

Wake up and smell the dry rot, you wood boat owners, and join

the rest of the world out doing some sailing!

Owners of wood boats would better use their energy promoting more progressive cruising and racing fleets in the Bay. In case they haven't noticed, civilized man has produced vastly superior yachts in the last 30 years: yachts that are faster on all points of sail, safer, cheaper and easier to maintain. Yachts that after a winter of neglect can still find their way out of berths.

If owners of wood boats want to experience some true sailing, they should spend an afternoon at the St. Francis YC during the Big Boat Series. Or they should place themselves at one of the marks during the J-24 Nationals, or near a downwind mark of the International 14 series. Then they would experience the heated excitement of yacht racing rather than the tepid bobbing of

floundering Master Mariners boats. Hughe Janus Plastic Fantastic, J-24

Alameda

Hughe — Congratulations, your gratuitous broadside has won you a free copy of Dale Carnegie's How To Make Friends And Influence People. Do you think you could have a book report ready for the next issue?

UNTWO WHEELS AND FIVE ABREAST

I cannot help but agree wholeheartedly with Latitude's opinion of bicyclists. As a long-time resident of Bainbridge Island, there is one particular day in February I have learned to either hide indoors, leave the island for the day, or better yet, go sailing. That is the day of the 'Chilly Hilly', which is also the unofficial opening day of the Seattle bicycling season.

The event is called the Chilly Hilly for reasons that are obvious to anyone visiting this island in February. On this dreadful day, upwards of 3000 die-hard bicyclists take over the roads of the island with total disregard for anyone and everyone. Ignoring signs posted all along the rally route that implore them to ride single file, they seem to always ride a minimum of five abreast, and register disgust at some poor resident trying to get his/her sick child to the clinic in, God forbid, a motor vehicle.

Not too patiently riding along behind a solid wall of pedal pushers one day, I observed that the reason the handlebars are so low must be so that when in the proper position, anyone observing a bicyclist from the behind can see what big asses they are.

Gary M. Schmidt President Jackson

- Captain Schmidt was the man who deftly maneuvered his 900-foot long APL container ship to save two mariners from a foundering sailboat off the coast of California two

We have nothing against the huge majority of bicyclists, just those who assume that the act of mounting up makes them morally,

environmentally and spiritually superior to all other flesh.

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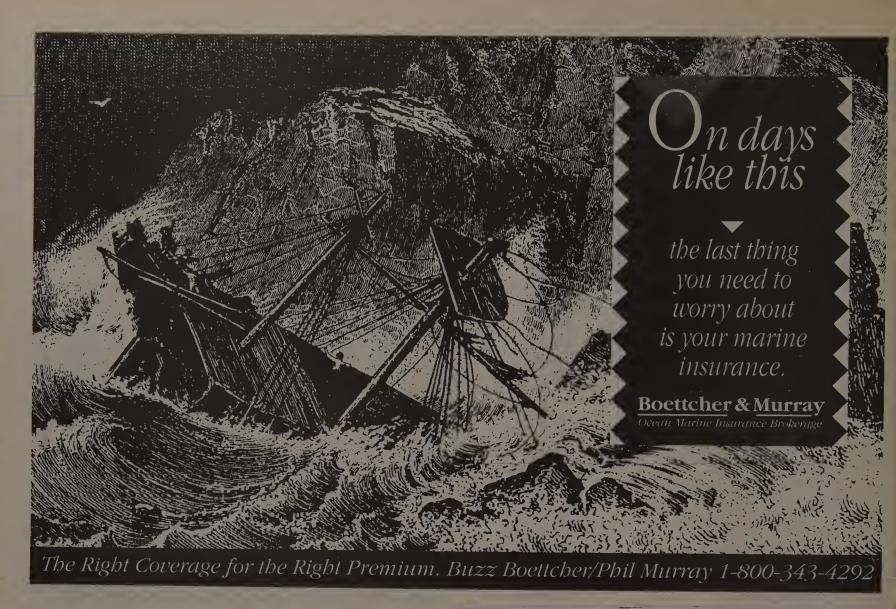


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UNALL IT TAKES IS A FAIR OFFER

Stop the recession!

The January article, Best Boats Under \$50,000, had a wealth of good information. The way I see it, new boats are expensive and the time and cost required to equip them is staggering. There are thousands of good boats out there and all it takes is a polite inquiry and a fair offer to own one.

Just to prove it, I've enclosed a copy of an ad for a Cal 20 with trailer for \$1800. But don't bother calling, as I've already bought her.

Jack Edwards Folsom

Jack — There's no two ways about it, there are fabulous deals in used boat market these days.

U↑ ORINDA OUT OF CONTROL

After years of trouble-free operation, my Orinda Control autopilot needs repair. Alas, I have lost track of the Florida company that took it over after the original manufacturer went out of business. I would be most grateful if someone could supply their address and/or phone number.

I'd also like to know of a local service source or, lacking that, where I could obtain a circuit diagram and parts list. I think it's likely that something simple — like the replacement of a tired relay — would see my tireless helmsman back on the job.

Ralph Nobles 3720 Country Club Drive, Redwood City, CA 94061 (415) 365-0675

UNDEAR REPRESENTATIVE PANETTA

Thank you for publishing Henry Cohan's letter to Representative Panetta concerning the new boat user fees. It has inspired me to write my own letter to him (I knew there was something useful I could do while watching the playoffs). I had already written Panetta concerning the bill before it was passed; the response I received did not begin to address the inappropriate aspects of the new tax.

I encourage all Latitude readers to make their grievances known to their local representatives and particularly Panetta. BOAT/U.S. is making a concerted effort to get the new tax — and it really is a tax rather than a user fee — repealed, and every personal letter from a boatowner will help. The office address for Rep. Leon Panetta is 380 Alvarado Street, Monterey CA 93940. If enough constituents write, sooner or later the politicians will have to

Another topic. With recent news that the Coast Guard will routinely check for ship radio licenses on boats with VHF radios, we broke down and sent our \$35 (for 5 years) to the FCC. I know, however, that there are many boaters who use their VHF strictly in the 'listen' mode to monitor traffic in the Bay, and others who have an irrational fear of ever having to speak over the VHF. Is it reasonable to think that a boat operator who uses the VHF strictly in this passive mode need not have a license? How could a boat operator demonstrate that no transmission violations had been made? The burden of proof would rest with the FCC or others recording the transmission. Just a thought.

Quintin Hoard and Lynette Dittl
Pupuli
Grass Valley

Quintin & Lynette — The radio licensing fee doesn't seem quite as onerous to us, perhaps because it only works out to be about \$7 a year. We suppose you could snip the wire leading from the microphone to the radio if you really want to press your case with the FCC, but frankly we don't think it would be prudent or worth it.



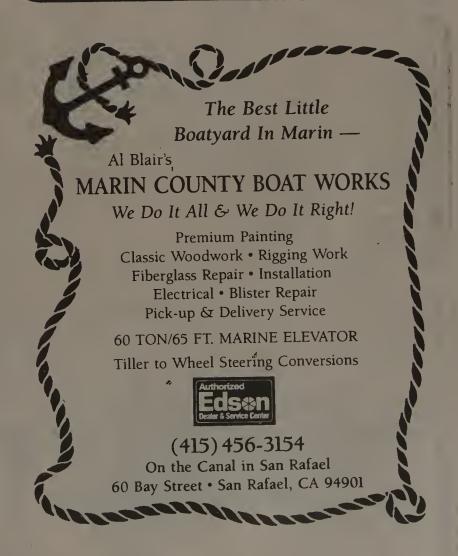
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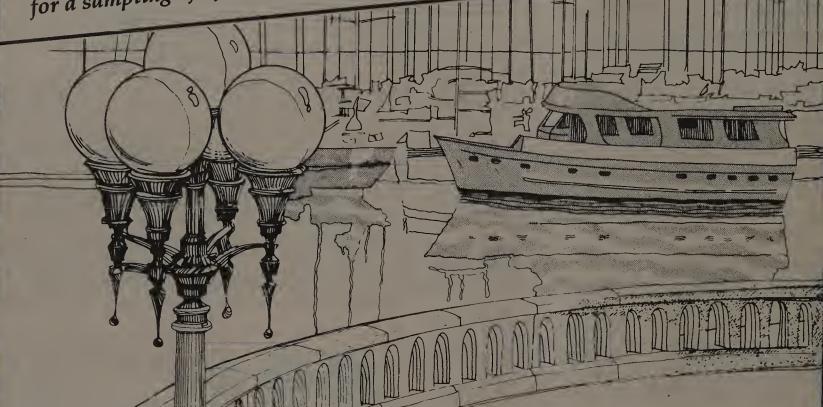
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As for the recently enacted 'user fees', we object to them on principle, because boatowners will get absolutely nothing in return for this sudden and massive new contribution to the government. And, because once accepted, they become oh-so-easy to jack up every year or two. All mariners should write their representatives and Panetta to voice their strong objection to this unjustified and unwarranted new 'tax' on boaters.

₩nWHERE THE HAIDA DID HE GO?

I'm trying to track down a yacht designer by the name of Ray Richard. He designed the Haida 26 in Victoria, British Columbia.

It's my understanding that he's now somewhere in the Bay Area. If anyone could help me find him — I'm trying to get plans for the Haida — I'd appreciate it.

John Guzzwell P.O. Box 655, Eastsound, WA 98245; (206) 376-2291

UNNOT YET

I'm under the impression that you at one time had featured the Rawson 30 as your 'Boat of the Month'. If I am correct, could I please purchase a reprint?

Steve Hersey Placerville

Steve — So far we've done 45 'Boat of the Months', featuring everything from Ariels to Yankee 30s. Check out the April 1990 issue of Latitude for the complete index of BOMs to date.

Unfortunately, the Rawson 30 has not been one of them yet. Homey-looking boats, they've nonetheless gotten around. We know that Wally — not Willie — Mays of Sausalito, for example, once did a trip to the Sea of Cortez and back on his.

↓↑ FEW BOATS HAVE COME CLOSE

In the January article on Best Boats For Under \$50K, there was a photograph on page 98-99 that was identified as a Pearson Vanguard. This may be so, although I strongly suspect that it is really a Pearson Triton.

Assuming it is a Triton, your comments are well justified. These boats, which were originally available as either sloops or yawls, have made some remarkable passages. New York to Bermuda was a relatively common voyage for them on the East Coast. I have also spoken to one owner (last seen in Friday Harbor, Washington) who has cruised his Triton from Alaska to Mexico, the Hawaiian Islands and other destinations in the South Pacific and the east coast of South America.

My own Triton, now chocked up in the driveway, did less adventurous but very rewarding cruising in the waters of Long Island Sound and New England, as well as a tour in Puget Sound before being relieved by a Cheoy Lee Offshore 40.

Having looked at a lot of boats in the past 25 years, I have seen few that come close to the rugged construction of Tritons. In their day, they were also very competitive. Someday I may sell mine, but if I do, it will be with considerable reluctance.

Peter M. Kantor Oak Harbor, WA

Peter — You may be right about that boat being a Triton. They and the Vanguards look so similar that it's often hard to tell.

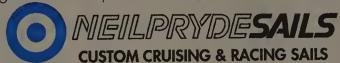
As for Triton exploits out of San Francisco Bay, Kent Rupp of Sebastopol competed in the first Singlehanded TransPac with his, then singlehanded it back to San Francisco.

UNTWO MORE 'GOOD GUYS'

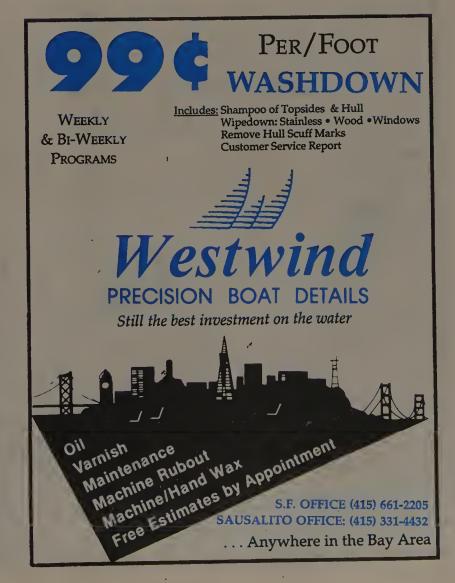
In these days of indifferent — if not hostile — service, I would like to single out two firms for exemplary service. The two are

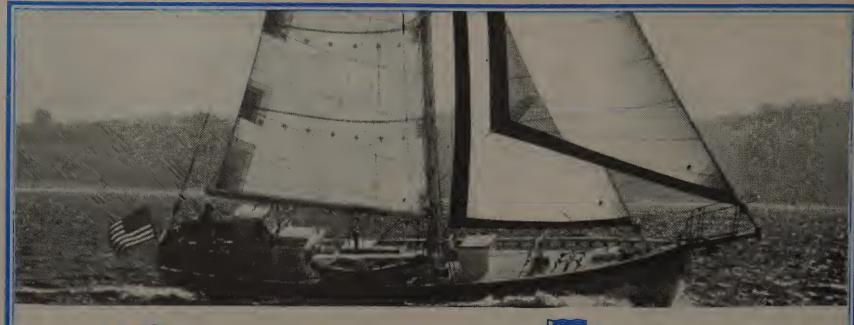
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I FTTERS

Schaefer and Bowmar. In both cases I had returned older items for repair and was willing to pay. But in both cases the articles were repaired gratis with a note asserting that they stood by their products and wanted me to be happy with them.

Nice going, Schaefer and Bowmar.

George A. Fulford Mill Valley

UNTHE BIG CHILL

It was the Friday night before Christmas, and all across the Bay, Not a vessel was stirring, and it was even colder than during the

And what to our incredulous minds did we decide to do, But take our sailboat from the Bay to a Delta slough.

Bundled in jackets, hats, gloves and deep boots, too, We wondered if it would be enough to keep us from turning blue.

As we motored across the Bay, the lights of the city fell behind. We were still warm, and feeling fine.

But when we turned the corner into San Pablo Bay, There was a light headwind and we started catching spray.

One hour watches were all we could stand, The others were spent down below warming our hands.

The darkness concealed the ice that lay, From cockpit to stem from the saltwater spray.

No longer enduring the wind's bitter bite, We decided to look for a slip for the night.

With visions of the electric heater down below, We headed for a marina in Vallejo.

We pulled into an empty slip feeling bold, No one would hassle us, as it was much too cold.

We plugged into the power and turned on the stove, Heated some food and roasted our toes.

We were only halfway home and needed some rest, But tonight we have given our best.

San Francisco Bay is a great place to sail, But when the Big Chill comes, it can be cold as hell.

> Mike & Steve Brentwood

Mike and Steve - As you are no doubt aware, we normally don't publish poetry. However yours was sufficiently low-brow and

limericky that we've relented.

It's too bad that you had to endure the Big Chill; we certainly hope that you made up with it by enjoying Bay sailing during the record high temperatures — sweet 70s — during the third week in

∜↑SHUR KUL — NOT THE BEST PLACE FOR SAILING

I thought your readers might be interested in some of the sailing opportunities available in the waters between the Kyzyul Kum and Kara Kum deserts of Uzbekistan, U.S.S.R.

Having sailed on San Francisco Bay for a number of years and having raced on a number of boats (including my family's Harpoen

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IFTTERS

— on which we won the Yankee Cup in 1977), I was interested in investigating the potential for sailing in Uzbekistan when a recent business trip brought my wife, Joanna, and me to this part of the

Unbelievably, we were able to find two large lakes where sailing was feasible. The first was Shur Kul, a large saltwater lake. The photo shows two Kazakh tribesmen in their best attire expressing great interest in the latest copy of Latitude. These are nomadic sheepherders who convene for meals in a yurt, which is a circular tent visible in the background.



From Russia with love.

The second lake, Toda Kul, was smaller and had freshwater. It's actually part of a recreational area for workers from the nearby town of Navoi, where we were staying. Imagine our surprise to see a 20-foot sailboat on the lake. Unfortunately, there was no wind in that part of the world that day in October.

Needless to say we can't recommend this area for cruisers or charterers — especially since it requires several flights on Aeroflot, also know as Aeroflop.

Ron Witzel Novato

UMPHOTOS AND THE PHILIPPINES

There's been some discussion about the couple that got married aboard Wings off the Sausalito waterfront a while back. They are Glen Bashforth and Kathleen O'Callaghan. Shortly after the ceremony, the two left for an extended cruise of Mexico and to the Panama Canal. If Carl Clark would like to forward his photographs to their mailing address of 2401 North Northlake Way, Seattle WA 98103, I'm sure they would treasure them.

As for reader Forest Whitney's comments about the Philippines, he's deluding himself if he thinks the Visayas are unknown to Americans and/or yachties. In fact, there is a whole colony of yachts permanently in residence in Cebu at the marina at Mactan and up in Port Carmen. It's still very pleasant, however.

I would recommend that Forest get there first and buy a boat. During the three years we were in and out of the Philippines, there were almost always bargains to be had on boats. In addition, others did well by buying new boats in Taiwan and then having them fitted out in Hong Kong. It not only saves money, but it's a much shorter sail.

Emily Kopec Westsail 32, Meander Sausalito

THE COMPASS CAME FROM THATAWAY

In the January issue, Wayne Benson asked if anyone knew anything about a Dirigo compass he'd purchased at an Oakdale flea market a couple of years ago. The compass was made by Eugene M. Sherman, who started making magnetic compasses in

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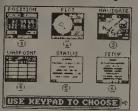
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his Bellevue (just east of Seattle) kitchen in 1911. The number 1859 on the compass ring is no doubt a serial number, not the year in which it was made.

Mr. Sherman also made violins. He and his wife were both

accomplished violinists.

Sherman sold the compass business in 1941, first to a group of four partners, and then to Harry Wenger, Sr. and Jr. The factory was next to Boeing Field until 1961. The business was later purchased by Ralph Swenson, who with his son David still manufactures Dirigo compasses in southeast Bellevue.

Ralph Swenson pioneered the use — for larger compasses — of a cookie or wafer of polyurethane foam dipped in a sealant to replace the traditional metal compass floats which often corrode

through and then fill with compass liquid.

Dirigo today sells compasses and/or their parts to many manufacturers of automatic pilots such as Freeman, Robertson, Wagner and WH.

Leonard Shrock Seattle

Leonard — It's helpful and informative folks like you who make our readers the best in the sailing world.

U↑DEGRADING GPS

I read an article in the December 8 edition of Science News that says the government is deliberately messing up or "degrading" GPS signals to confuse bad guys (and gals). Unfortunately, this also has the effect of confusing the rest of us as well.

Also, beginning in 1993 the government will begin anti-spoofing the signal. Do you or anybody else know the effect this will have on

recreational boaters using GPS?

Steve Leibel Berkeley

Steve — Currently GPS is accurate to about 25 feet, but as you suggest, the military wants to degrade the signal for security purposes, which would bring the accuracy down to about 300 feet.

The degrading proposal is a bummer for racers as well as cruisers. As John Slivka of Maritime Electronics in Sausalito explains, the most important number for any racing boat is VMG (velocity made good) in a certain direction. There's no better way to get it than from GPS, which because it's so accurate and updates so often, is accurate to tenths of a knot. With a degraded GPS signal, the VMG will fluctuate by a half knot or more and thus be useless.

For cruisers, a degraded signal means you'll no longer be able to know what side of a breakwater or channel you're on during a

thick fog or heavy squall.

All in all, it would be a terrible shame to waste all that accuracy. Currently both mariners and some manufacturers are battling the

proposed degradation.

The good GPS news is that prices have fallen again. Trimble's unit is down to about \$2295, Micrologic has one for about \$2300, the Magellan is about \$2100 including the saddle and antenna, and Sitex has a \$1700 model that's apparently not available yet. You know what would really bring the price down? Iraqi war surplus; there's a zillion of them over there now.

UNDON'T GET DOWN FOR FINDING THE FACTS

I'd like to make a few comments about some small notes I picked out of a couple of the last months' Letters, as well as some of Latitude's responses.

Before I start, I ought to explain that when it comes to environmental consciousness and San Francisco Bay, I've got to be considered dedicated to the point of fanaticism. I teach biology and environmental studies at two Bay Area Community Colleges and

... and then back home again!



Donna Rose — Peterson 44 Owners: Rudolf & Ilse-Maria Grigoleit

In September, 1986, Rudy and Ilse had us make them a couple of good, strong, roller reefing and furling headsails for their up-coming cruise. They left November 1, 1986 and returned in April, 1990.

In that time they sailed around South America, then through the canal into the Carribbean, and on up to Maine, and then back home again. A lot of countries and places and people!

The sails? We're happy to say they worked well the whole time, both partially rolled up and full size. Repairs? They weren't needed. I guess we made them what they wanted.

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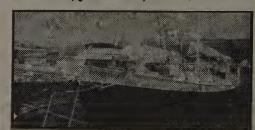
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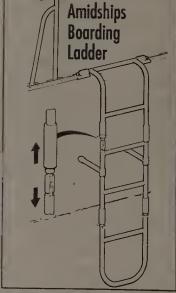
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work for the Marine Science Institute in Redwood City. MSI is dedicated to education being the key to the conservation of San Francisco Bay's estuarine environment. I've worked for them both full-time and part-time for six years, sometimes getting paid for it, sometimes not. The ups and downs of getting people out on the Bay aboard MSI's research vessel, the *Inland Seas*, is truly the most rewarding environmental education program I have ever participated in. Like I said, sometimes I get paid and sometimes I don't. I might add that sometimes the president of MSI gets paid, and sometimes he doesn't.

I'm also a sailaholic. I love my Cal 20 (even though she's up for sale) and have long term, serious and dangerous fantasies about doing the Singlehanded TransPac when the Cal sells and I can move up to a bigger boat. I'm obviously pro-boat and pro-boater.

With this background behind me, I was somewhat upset to read Latitude's response to the letter by John Chille in the December issue. You commented that, "it often seems that the primary purpose of such (environmental) groups is to make sure that the executive directors and their staffs have jobs". You go on to say that "some environmentalists make television evangelists seem like the paradigm of ethical behavior". These comments were pretty obviously aimed at Michael Herz and the BayKeeper program.

Doesn't everybody work so they "have a job"? I teach biology and marine biology so that I can have a job I believe in. You, I assume, write about sailing so that you can have a job that you can believe in. MSI staff, BayKeeper staff, Oceanic Society staff, California Maritime Mammals staff, etc., all work at what they do so they can have a job that they can believe in. Personally, I don't find anything wrong with that. You can bet your eyeteeth that none of the staff at any of the above-mentioned organizations including Latitude, I'm sure — is making diddly-squat salary, so they sure aren't doing what they do because of the big bucks inherent in the business. When I worked as the Education Director for MSI, my annual salary was \$16,000 a year (if I actually got paid every month), which is not unusual for full-time environmental professionals in the non-profit sector. If anyone at Latitude is interested, I am more than willing to sponsor a couple of you guy/gals to tag along on an afternoon 'Discovery Voyage' to see what one non-profit environmental group is doing on the Bay with damn little money. You'd be impressed.

I note with interest that many big-time spenders are treated as heroes in your publication simply because they have the financial muscle to finance big, fast boats. Quite a few of these heroes are, for example, real estate developers in the 9 to 5 world. Now, there's nothing necessarily wrong with being a real estate developer, but perhaps it would be worth your while to check out what they are developing before treating them so favorably. This especially makes sense considering the backhanded compliment job you pulled on Michael Herz and BayKeeper. If Bruce Perlowin had used narcotics money to race a Santa Cruz 70 around the Bay, would you refer to him more kindly than you do Michael?

Your comments in that response to the letter from John Chille in regards to environmental organizations going to "hit the charitable foundations and raise \$150,000" shows a not-surprising ignorance of funding a non-profit organization. You reflect that rather common notion that people in non-profits are all lazy and live off a form of government and foundation welfare called "grants". Let me inform you that getting grants is not the cakewalk that everyone seems to think it is. I've written more than a few, and have seen literally dozens take shape in various offices and workrooms. I know that the vast majority of them are for less than \$10,000, and that less than one in 20 gets funded. (Big Science grants to universities are often for several hundred thousand dollars). On top of that, with the uncertainty of a looming recession on the horizon, foundation grant money is getting harder and harder to obtain.

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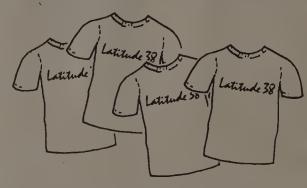
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researcher at a major university like Stanford or Cal. Besides, you have no idea how close many of the Bay Area's environmental organizations came to extinction last year when the overwhelming bulk of Bay Area philanthropy went to earthquake relief. Not that I have any complaints about helping folks who lost everything in the quake; that's where corporate and individual donors should have put their money. I just want to point out some of the hazards of working for a small budget non-profit.

Okay, to be totally fair, I must admit that you wrote things like "It often seems that the primary purpose of such groups" and "Some environmentalists make TV evangelists seem like the paradigm of ethical behavior". "Often" and "some" are not like "always" and "every". I know, I know, but shotgun language like that which you employed in your answer to John Chille's letter

nails the real pigeons as well as the clay ones.

Next, I'd like to comment on your reaction to the granting of the permits to build the aquarium at Pier 39. You wrote that the BCDC (the ultimate Latitude baddie) "rubber stamped" the proposal to build the aquarium. I first heard about the aquarium back in 1985 and even went and visited the offices of the developer hoping for a job. From 1985 to 1991, the developer and Pier 39 have been plodding through the permit process here in the Bay Area. There have been umpty-ump design reviews, environmental impact reports and public meetings. These guys have spent beaucoup bucks trying to get this thing through the BCDC, City and County of San Francisco, US Army Corps of Engineers, Coastal Commission and neighborhood groups for almost six years — and you have the gall to say the project has been "rubber stamped". Blecch! Please note that since I have been teaching at the community colleges my desire for employment at the proposed aquarium is no longer an issue. So don't accuse me of brownnosing.

Look, I don't think the BCDC is as pure as the driven snow either, but you guys ought to pick your targets with a bit more care. Note that there have been many opportunities to let your feeling about the aquarium be known at the many public meetings and "invitations for comment" requests that the various regulatory

agencies advertise.

Lastly, I'd like to comment on the pervasive attitude that comes across in Latitude articles. Namely that boaters, especially sailors, are always right. I'll return, for an example, to your response to the letter from John Chille. Example: It is assumed that any water quality problems in Richardson Bay could not possibly in any way be connected to boaters. Christ almighty, that's ridiculous! If you drop urine and feces in the water through a head, it's gonna contribute to fecal coliform and COD levels going up. Not only that, but you write that Latitude and BayKeeper are working towards a "cautious" (meaning doubtful or mistrusting) alliance. Earlier you expressed concern that what BayKeeper might find out might be bad for boaters. The implication is that BayKeeper is a bad guy for presenting any information that might possibly point a finger at boaters as a source of water pollution. I would assume that it is BayKeeper's duty to find out any information he/she/they can, make it available to anyone who is interested (including Latitude) and be aggressive but objective in gathering data. If boaters turn out to be bad guys, then boaters better change their ways. Don't get down on BayKeeper for just finding out the facts.

Okay, so the sailors on Richardson Bay don't foul the water as much as Chevron's refinery in Richmond or Shell's plant in Vallejo. Yes, and when it rains the municipal sewage treatment plant for San Francisco sometimes can't handle the flow and yucky stuff gets in the Bay. Because these outfits do more damage than a few boaters, does that mean that boaters should not be responsible for what they do in the Bay? Of course not.

I do like your proposal for a solution to Richardson Bay water pollution questions. I hope lots of people sent \$10 for more water

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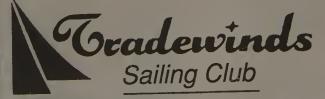
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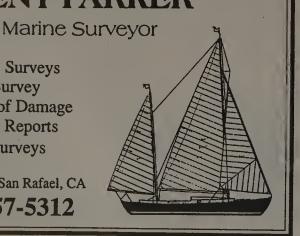
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quality tests. Mine is enclosed. Besides, you suggest that boaters as a group should be given the opportunity to police themselves before any local government agencies impose a lot of rules and fines on everybody, polluters and squeaky-cleans alike. Hear, hear!

This seems like a rather angry letter. But, guys and ladies who put out this hemisphere's most radical sailing publication, I never wrote to Sail or Sailing World when I got tired of the overabundance of chartering advertising in those magazines. I just forgot to renew my subscription. I may disagree with you, but I'll still read every new Latitude cover to cover four times in the first two days I get it. You're still real in the world of MTV and Milli-Vanilli.

Very sincerely wishing you a good cold dousing of clean estuarine agua over the foredeck during a windy headsail change.

Alan Herbert Palo Alto

Alan — Great letter!

We'd like to make a few observations on your comments.

It's incorrect to suggest that the doubts we expressed about the ethics and integrity of environmental groups were "... pretty obviously aimed at Michael Herz and BayKeeper..." Let us assure you that those doubts are aimed at all non-profit groups and government agencies, from environmental organizations to proboating organizations. There have been so many abuses within so many upstanding-sounding organizations — such as America's Cup campaigns — that it's foolish for anyone not to be skeptical. Our favorite charity at this point, for example, is the Make-A-Wish Foundation, which seeks to make the wishes of terminally-ill children come true. We've given them some money, and once we determine that the majority of the funds go to implementation of the programs as opposed to administration, we hope to contribute a lot more.

This is not to say we don't have some skepticism about BayKeeper. We, like you, assume "it is BayKeeper's duty to find out any information they can and make it available to anyone who is interested, including Latitude 38 . . . " Perhaps then you can get Michael Herz to explain to you why it's not in BayKeeper's "best interest" to release that information. We're not afraid of the truth, Alan, we'd just like to know what the hell it is!

Our position on water pollution is simple: Let's find out whether or not the marind water is polluted. If it isn't, let's have the BCDC and the County Health Department buzz off. If it is, let's instigate an immediate education program at each marina, asking that boatowners police themselves and one another. If we can't keep it clean, then it's time for Draconian measures.

Regarding the aquarium, you missed our point. We never took a position on it, nor were we complaining there was never time for input from the public or ourselves. We just wonder why the BCDC seemed to approve it without the kind of 'extortion' that historically has been used on marina owners who want to repair broken docks to do some other project. Seemingly unequal treatment was the cause of our belly-ache.

∜nYOU DON'T HAVE TO BE A GENIUS

Let's see, do I understand this boatyard thing [Boatyard Clean-Up Update, January Sightings]? If the California Regional Water Quality Control Board has their way, I can have as many children as I want, drive as many cars as I want, burn as much wood and fossil fuels as I want, use as much electricity as I want, etc., etc., but I won't be able to prep and paint the bottom of my own boat!?

You don't have to be a genius to understand that all these other things add to water pollution as well as other problems. So why does the CRWQCB pick on boatyards? Governmental bodies like the Water Quality Control Board should give boatyards and boaters a break since we are only responsible for a very, very small

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part of the problem!

I bought a cruising sailboat to get as far away from overpaid, ill-informed yuppie idiots as I can. I hope, for the sake of all involved, that the CRWQCB does not fit the above-mentioned description.

Willie Oteri Redwood City

Willie — We think that boatowners and boatyards should be given a fair shake as opposed to being given a break. We've all got to do our part.

You do, however, raise an interesting concept. Perhaps each of us should be given a certain 'pollution allotment', which would be used up according to the size of our house, miles driven, number of children, cords of wood burned, etc. There's a basic fairness to it, although it certainly would be near impossible to administer.

Inthis Popular Chuck Burns Design

As the owner of a Bodega 30, I am curious about other examples of this popular Chuck Burns design. Since this was a locally designed and fabricated boat, there are quite a few of them on the Bay. I would like to meet the other owners and see their boats.

To this end, I would like to invite all owners of Bodega 30s, Golden Gate 30s and Farallon 29s to an afternoon happy hour raft-up at Treasure Island's Clipper Cove on Saturday, March 23. Let's get together, do a little 'bench racing', and see what happens. I'll be aboard the black-hulled *Halsey* at anchor.

Anyone interested can reach me at (415) 443-8110 in the evenings.

Chuck Woods Alameda

Untons of Fun

If Captain Cook had loaded 10 tons of wine at Madeira (Letters, January), the Hawaiians would have found him pickled — not fresh frozen — from his Bering Strait excursion (see Calendar). If so, they probably sang "Have some Madeira, Madeira . . ." at their "Huli Cook" luau.

A skeptical Hawaiian friend doubts they chowed down on the great explorer. And, he says that if they did, an *imu* (underground oven) would have been used. He further theorizes that Cook's preparation would have been similar to Kalua Pork, not Huli Pig. Since this is a family rag, I'd rather not compare the two recipes, at least not in this context.

I suspect the tons of wines were neither short, long or even metric. My dictionary's second definition for ton is "a very large measure of anything", and says the word is derived from the Middle English tonne, a measure of wine. For a good example, check out the barrel in the January Sightings.

P.S. For a ton of fun, MORA has this year cooked up a June 14 race to the Delta that is open to just about all-comers. We'd especially like to invite those cruisers and former racers who would probably be heading up to those warmer and sunnier waters anyway. It will also work out to be a convenient feeder to the South Tower Race. For details, call me at (415) 522-1396, or Pat Brown of the Stockton Sailing Club.

John Dukat Alameda

John — Let's face it, we're all quiche-eaters compared to the type of grogmen who served the Royal Navy in the time of James Cook. Ten tons of wine for two ships on a multi-year voyage to the unknown; the danger was not of pickling, but of the men dying of thirst.

As for a mid-afternoon snack of Spam & Cook, no way. Shortly after Cook was killed, a tough hombre by the name of Bligh — yes,

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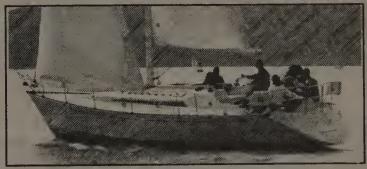
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that one — came ashore and forcefully recovered the body.

↓↑ I WAS SURE IT WAS WOOD

I was very interested to read your Sightings column about Len Skoog's old boat, Mangatea, now owned by Mr. Jacobs. I own the molds for the Triton 44 — as they called the boat — and am just finishing up hull #9 for myself.

There were originally four partners involved in building the plug mold and the first six boats: Len and Jim Skoog, Lon Searles and Dave Renning. The four of them all worked for Boeing as machinists and spent about five man-years on the tooling, including about three months long-boarding the plug. The result was one of the fairest large glass molds I've ever seen. The lines on the first boat, Lon Searles', were so clean that I was certain she was built of wood. As a long time Billy Atkin fan (my old boat is a Tally Ho Major), I was immediately interested.

At that time Jack Slasor owned the mold. He had built two boats and was chartering one of them in the Virgin Islands. He didn't have much use for a 45-foot mold in a Seattle warehouse, so I bought it sight unseen and had it shipped here to Isleton. I've been working on one for myself in between all my other projects for about eight years now, and we're finally buying sails this winter.

All of these boats have been fairly heavy displacement. In fact, I think Len's was probably one of the first light ones. When Lon's Tangent was about 90% loaded for going to Mexico, she showed 67,000 pounds on the Travel-Lift gauge.

All the hulls are pretty much bullet-proof as well. I know because I tested my port cut-outs at a range of six-inches with a .357 magnum, and they passed with flying colors. The .357, as a matter of course, penetrates fives inches of solid hardwood with no trouble

The boats have had different rigs as well. Most were cutters, but some were ketches. Mangatea's old mast was quite short; mine is 63-feet off the water. The house arrangements and accommodations have all been different as well. Doghouses, full trunk cabins, split cabins — they are semi-custom boats and all have been different. Mine has a flush foredeck with a 5-foot by 4-foot hatch forward of the mast and a rounded trunk cabin and stepup doghouse aft with 7-foot headroom.

l can appreciate Bob's trailer problems. We launched our boat at Brannan Island State Park off a lowboy trailer rig. It worked great, but we almost sank the big rig. The launch price was right, however; \$3 — just the same as all other trailer boats!

Bob was also right on about the way the boat sails. She feels like she's on rails and you go about the same speed no matter whether it's flat or bumpy. It makes for a comfortable ride. These are true cruising boats; solid, strong and with an easy motion. And no matter how much you load them up with provisions, freezers washer-dryers, etc., they still sail about the same speed. It's my understanding that at least three of the boats have done circumnavigations, and all have done some serious cruising. We're hoping to continue that tradition. If anyone else out there is interested in a hull or the mold — or just chatting about boats — I'm going to be here a few more years before cutting the dock lines. My boat is moored at Bruno's Island Marina, slip 46A.

Chris Bell (916) 777-6557

UTHAPPY WITH MY CHEOY LEE

I'm sorry to read in a recent issue that Mr. Kantor is not as pleased with his Offshore 40 as 1 am with my Offshore 50. Mine was designed by John Alden and built in 1969-70. I still have the plans that 1 obtained from Alden when 1 purchased the boat in 1972. Since that time 1 have sailed the boat hard and made many changes — but not once have I found evidence that Cheoy Lee did not follow or exceed the designer's plans or specs. The boat has



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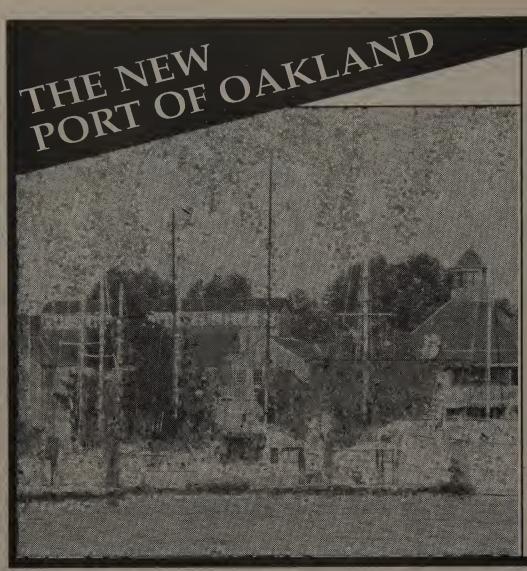
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True, my lifeline stanchion bases also have imperfect hole spacing, but I thought it was rather charming that the holes in the castings were drilled one at a time rather than with a turret drill or

drill jig as on a production line.

Mr. Kantor is correct that the Oriental metallurgy was not as good as it should be, but failures are possible with any metal. I have broken my backstay chainplates, but my boat had been rigged in San Francisco with locally-made hardware. I also broke the locally-made masthead backstay toggle. I've had no other metal failures, even after a 17-day passage from Samoa to Hilo while close-hauled on one tack.

While I might not want to pay the \$500,000 a new Offshore 50 would cost today, I would certainly buy another Cheoy Lee. I believe that Mr. Kantor should obtain plans from the designer for answers to questions regarding mast-stepping. Another alternative would be to buy his boats from West Marine. It's my understanding that they offer lifetime guarantees and full replacements on all sales

Now I need some help. I pretty much gave up cruising after returning from New Zealand because compared with 20 years ago in Mexico, there are just too many boats cruising today. Lately I've been thinking that the south coast of Chile might be like Mexico was in the late '60s. I would probably get there via French Polynesia in order to get below the tradewinds and then turn east, hit the coast in the local spring and work north along the coast of Chile. I only remember one book, After 30,000 Miles, about the area, and the author was heading south. Have any Latitude readers cruised the coast of Chile or know of any books on the area? I'd appreciate any information.

Ernie Copp Orient Star

HCR, Box 336, Bonners Ferry, ID 83805 and Long Beach

UÎIT'S GETTING EASIER TO BE CYNICAL

Reading January 9's Chronicle, I see that there are now approximately 400 sea lions in residence at Pier 39. According to the article, they have been such a boon to tourism that five floating docks have been added for their "comfort and convenience" (and four more docks are on their way). Furthermore, a spokeswoman for the Marine Mammal Center is quoted as saying "the animals have chosen the site themselves". How nice. Having followed the poop discharge problem facing boaters, I find it amusing that these furry mariners are being encouraged to 'discharge' their fecal matter into the marina.

The situation raises several interesting questions, not the least of which is that boaters at Pier 39 are now ripe for being accused of polluting their immediate environment. After all, those cute tourist-attracting mammals couldn't be responsible. A number of obvious remedies come to mind. 1. Insert blue dye tablets into the hauled-out animals and monitor their waterlines for stains. 2. Fine offenders their ration of herring (it's always better to treat pollution at the source). 3. Require repeat offenders to wear diapers (Pinniped Pampers?).

Perhaps Latitude can also take a closer look at Pier 39 as a part of its water quality survey (my check is enclosed). If these animals are found to not represent a significant source of fecal pollution, then two obvious solutions may be available to boaters. 1. Dress yourself as a sea lion (or other cute mammal) before flushing; or, 2. Prove that you can attract revenue for your local waterfront

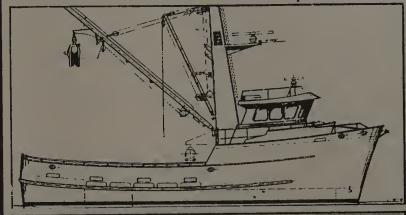
retailers and government tax coffers.

Just think, if these approaches are deemed acceptable by the requisite governing bodies, perhaps they could be made into local ordinances. Such ordinances could be easily enforced by requiring



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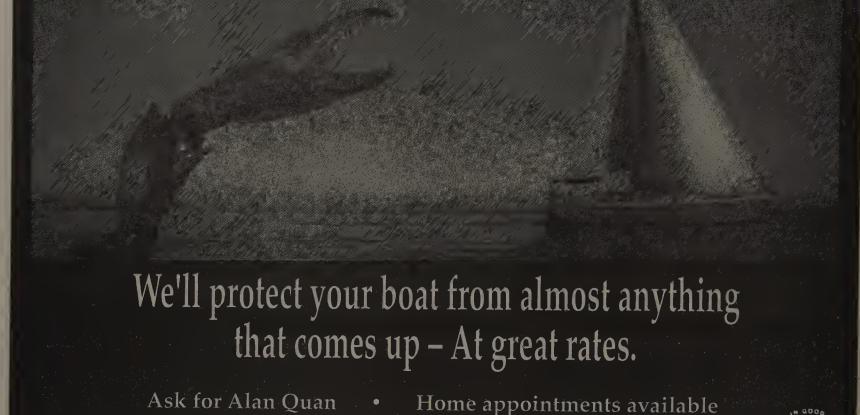
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all boats over 25-feet of length to display placards that state exactly what furry-suit and greed requirements must be met before discharging the head.

My worst fear is that some government agency reads this and takes it seriously. By the way, I research aquatic problems for a living. Although I'm not always this cynical, it's getting easier all the time.

John Knezovich Centerfield, Stockton

Readers — We're not in the least bit anti-animal, but we've got a question: Small amounts of human feces in water adversely affect the well-being of edible shellfish. What about the feces of sea lions and other mammals? Is the adverse effect the same or is the feces different in a substantive way?

Unout of the blue

I'd like to hear from any owners of San Juan 21s, particularly those interested in joining the national association and restarting Fleet #6. With active racing fleets close by in the Central Valley and southern Oregon, the racing (and cruising) activities should be easy to organize and lots of fun.

If you're interested in selling your San Juan 21 or upgrading sails or equipment, the association offers free advertising and numerous contacts through *The Jibsheet* newsletter. For more information, contact me at 5437 Esmond Avenue, Richmond CA 94805.

I hope the editor notices that I facilitated the publishing of this letter by cleverly avoiding the knot(s) per hour controversy and adding nothing further to the tales of Swan Island in the Caribbean. I feel that we all need an equal amount of self control in order to progress past these forbidden topics and forge ahead to new absurdities and even greater confusion.

Your Letters section is better than a fast downwind run — and certainly drier . . . although the 'letter' from the "Coasties Up North" a few issues back really had me going for a while — particularly after reading Changes.

David Luckhardt
Out Of The Blue
Richmond

↓↑THE OVERSIGHT IS INEXCUSABLE

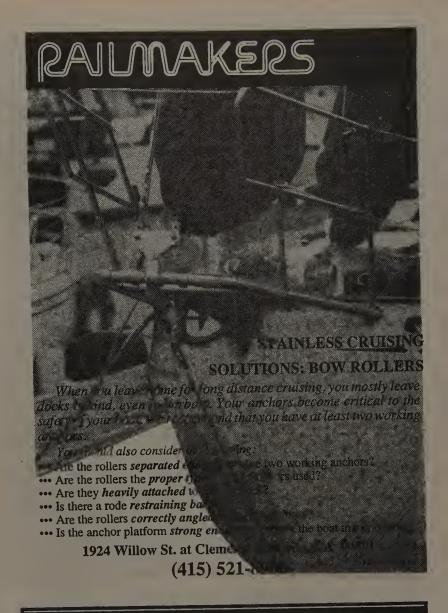
We propose that Shimon Van Collie be immediately keel-hauled about the 4-foot keel of one of the numerous local Santana 22s. As we tie Van Collie's legs, let us mention that we've got 54 registered members in Santana One-Design Fleet #1. That's once around the least

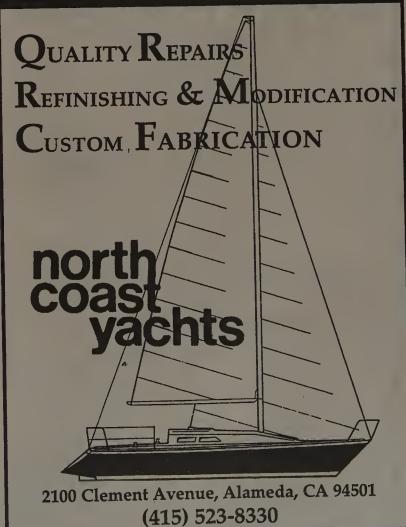
As we haul him back aboard, let's mention the 25 boats entered and the 14 qualifiers in last year's one-design season. A class, we might add, that is more than 25 years old!

Over the side again! Once back aboard, let's mention that the Santana 22 we own was purchased for just \$2000 a year ago, and took just \$2000 more to make race ready. Heck, maybe instead of keel-hauling him again we should take him for a daysail with his grandma and show him how mild-mannered and manageable the 22 can be as a cruiser.

Okay, let Van Collie dry off for a moment, giving him a chance to look about the cockpit and running gear of these venerable and supremely affordable "classic plastic" Bay racers. During this time, we might mention that the only one-design classes which rival the Santana 22 for entries are the Expre\$\$ 27s (26 entered and 16 qualified) and the J-24 (35 entered and 18 qualified).

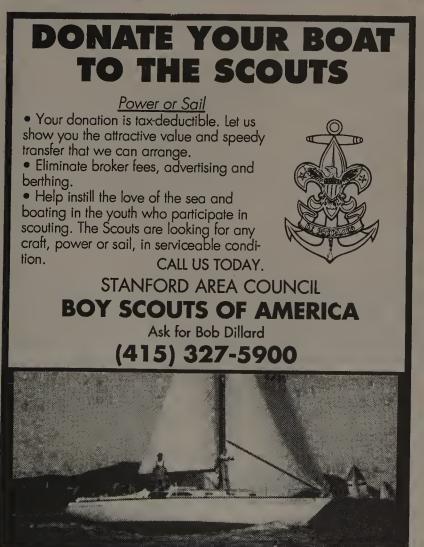
Before we keel-haul him the last time, we should also mention the seven boats that entered the Berkeley/MYCO midwinters flying spinnakers, or the eight boats racing at the Jack Frost Series. Or the other Santana 22 participants in other midwinters.



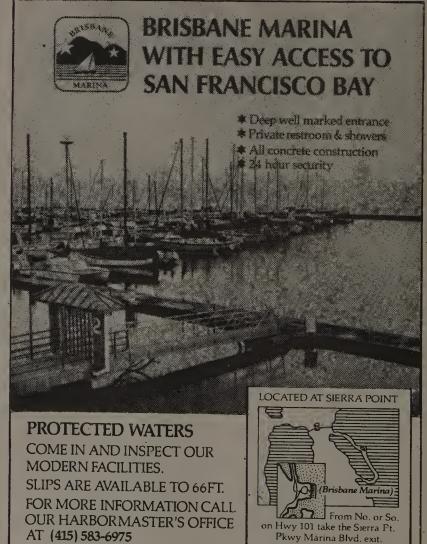








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I know the omission was probably unintentional, but the oversight is inexcusable. So any of you men, women and children out there who have a couple of friends with \$1,000 and a lust for wind and water, we suggest you first throw away the Best Boats for Under 50K article and start crawling the docks and reading the Classy Classifieds for the ultimate affordable Bay sailer — or midget ocean racer. Then tell your banker to take a hike and come sailing.

"The greatest thing in this world is not so much where we stand, but where we are going. To reach the port of heaven, we must sometimes sail with the wind and sometimes against it, but we sail not to drift or live at anchor." So said Oliver Wendell Holmes.

The Boys Aboard Santana 22 #47895 San Francisco

Boys — You guys probably don't want to remember it, but the selection of boats was made by "Bay Area yacht brokers and surveyors". But we see your point, it's easier to keel-haul one messenger than round up all the folks who sent the message.

But yes, the Santana 22 has always been — and still remains — a really fine boat and an excellent value.

U\(\partial\) LOOKING TO BUY THE RIGHT BOAT

Like many out there, I have been reading Latitude since issue one or two, but right now I'm looking to buy a sailboat and would like some help.

I have done some sailing in the Bay. In fact I used to have a Columbia 22 that I kept at Pete's Harbor until work forced me to move. I've also done some dinghy sailing, but at age 40, I prefer to stay a little dryer — or at least out of the water. My wife hasn't done much sailing. The first time we went out together was on a Newport 27 from Marina del Rey when it was pretty choppy. I was surprised to see that people really do turn green when they get seasick! The second time we went sailing was in our newly purchased Laser II. We pointed the mast at the bottom of the lake three times. But my wife really does like sailing; I'm sure I heard her say that once.

We have since looked at several different sailboats and would like to get a trailerable one. I'd like to spend between \$6,000 to \$8,000 for a used boat. One we especially like is the Hunter 23. They are relatively inexpensive new, but I haven't seen any of them for sale used. Does anybody know about these boats? Are they so good that nobody sells them?

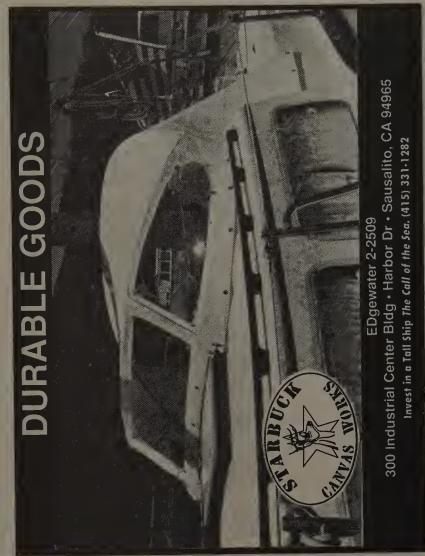
We're also interested in the Santana or Santa Cruz line of boats. Are good condition Santanas or Santa Cruzs in my price range? I do see a few Santanas advertised now and then, but never a Santa Cruz 27. Why? What other sailboats should we be considering in this price range?

We'd like to get a boat that has an active fleet in the Bay Area. We also would like to do some fun racing with the yacht club. The boat should be able to handle the Bay as well as the Delta and even afford good sailing on Lake Tahoe.

Jim Shaw Mountain View

Jim — You see less Hunter 23s for sale because they were built on the East Coast and consequently not as many of them were sold as California-built Santa Cruz 27s and Santanas.

The primary decision you have to make is what you're looking for in a boat. All of the three you mentioned are of good to excellent quality, but they're all a little different. The Hunter is the 'cruisiest' of them, the Santana (we presume you're talking of the 525) is more middle-of-the-road, and the Santa Cruz is the raciest. As for an active class, the Santa Cruz 27, considered by many to be one of the finest boats to come out of Santa Cruz, wins hands down.



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UTGRITTY, ENCRUSTED DISCHARGE TUBES

Perhaps some of your Roving Reporters can offer a solution to

the following problem.

During a two-month sail involving a tour of the Bahamas and ending at the splashy new Puerto Del Rey marina in Fajardo, Puerto Rico, the flushing of both heads on my 44-foot cutter Gray Ghost became progressively more difficult. Within a few days the

heads were inoperable.

The culprit turned out to be dense, salt-like, gritty (non organic) encrustation on the inside walls of the discharge tubes. This encrustation reduced the effective inner diameter of the hoses from about 1 3/4 inch to half an inch. The encrustation was continuous along the entire inner surface from and including the PVC connection at the base of the head up to and including part of the anti-siphon loop. That's a distance of about four feet on my yacht.

The primo question: How can this be avoided or solved?

The repair was relatively simple and direct — as well as odoriferous. It required the removal of all the components and laboriously scraping, chipping or knocking the encrustation off with a hammer and a screwdriver.

Is this build-up the price one must pay for cruising warm, tropic waters, or is it also common in colder climes? I can honestly say that I didn't enjoy the repair, particularly while close-hauled in eight-foot seas and 30-knot winds of the Bermuda Triangle. It brought a whole new meaning to the expression 'making difficult

Since the build-up is more than likely to return, I bagged some of the choicer rewards of my labors for later testing. I am hoping to find a simple flush-through prophylactic treatment to keep the discharge hoses clear. So far I have found that acids are the best. A diluted solution, say 1 to 5, of swimming pool acid (hydrochloric or muriatic) readily dissolved even substantial chucks of the junk. (Caution, as this is strong acid! Remember to always add acid to water, never vice versa).

I suspect the PVC components of marine heads are non-reactive to diluted hydrochloric acid, but I have no idea how the various

rubberized seal or drain tubing will fare.

Any comments or advice is eagerly sought.

Roy C. Foster Oakland

Roy — If there's a similar problem in colder waters, we're not aware of it. What most charterboat crews do in the Caribbean is periodically flush the heads with muriatic acid to keep the hoses clear. Salad oil is used to keep the rubber parts soft and lubricated. We don't know how often it's done, but we'll try to find out for you.

Unseeking C&C Information

Last weekend I took delivery of the 1971 C&C 27 Shadowfax. It's my understanding that she was raced in the Sausalito area until about three years ago when she was sold and taken to Lake Tahoe.

Do you have any information on the C&C 27 and/or has it ever

been a boat of the month?

Chris Conners 105 Covedale Road, Sonoma 95476 (707) 938-5041

Chris — There were never enough C&C 27s in the Bay Area to justify a 'Boat of the Month' feature, but we're happy to publish your address and phone number so owners of sisterships might give you a call.

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LOOSE LIPS

A new challenge in the planning.

In the wake of the November loss of the trimaran *Great American*, which capsized off Cape Horn while trying to break the San Francisco to Boston sailing record, comes news of another challenge in the early stages of planning. Mill Valley's Peter Hogg is looking at taking on Eric Tabarly's San Francisco to Japan record of 39 days, set in the mid-'70s aboard his *Pen Duick II*, a water-ballasted monohull (his later *Pen Duicks* were multihulls). Hogg's 40-ft Jim Antrim trimaran Aotea is certainly up to the task, and Peter is currently looking for sponsorship. (Rumor has it that Warren Luhrs' *Hunter's Child* is being shipped out here for an attempt at the same record.) Anyone interested in lending support to this local effort can contact Peter at 332-5073.

The hunt for black October.

Last October, four teams descended on Scotland's Loch Ness to, you guessed it, look for the famed monster. Unlike searchers of the past, they weren't sullied by the quest for mere knowledge and truth. They were after money — big bucks to the tune of a 250,000-pound (a little more than \$475,000) reward put up by Scotland oddsmakers, the William Hill Organization, Ltd. Although nothing definitive was found, the Oceanscan team, which supplies underwater sonar equipment for the North Sea oil industry, was awarded 1,500 pounds (\$2,500) for the "best search method" used during the hunt. It probably helped that the equipment twice picked up an unidentified object up to 26 feet long that "moved out of range quickly". Oooooooh.

Of course, even if it had picked up nothing, we suspect Oceanscan was a shoe-in for the award. Other search methods included a divining crystal suspended from a yacht (there's our tie-in to sailing in case you were wondering) and a whistle that supposedly mimicked

the monster's mating call. Yeah, right.

To put this all in perspective, the Loch Ness monster was first reported in the year 565 and last 'seen' in October, 1987. According to a London Times article last May, 'Nessie' is currently responsible for \$47 million a year in tourist revenue; 2,500 tourist industry jobs; and half a million people a year who come to the 23-mile long (by 1 mile wide, 750-ft deep) Loch hoping to see him/her/it/them.

If, by chance, you're one of the curious, and are planning to traverse Scotland's lochs by boat in the near future, you'll be happy to note that the reward still stands. Have your sonar checked and plenty of film in your camera. We get first dibs on pictures.

Nobel prize winner.

We're one, several times over, and you may be too. But we never realized it until Mill Valley's Charlie Merrill mentioned the citation he got off Treasure Island while delivering the Farr 1220 Kotuku across the Bay. Pulled over by "two Coast Guard boats and one helicopter" for what turned out to be a simple safety inspection, Kotuku had everything aboard that the law required except a bell.

So, he says, "I got the No-Bell prize."

Second opinion.

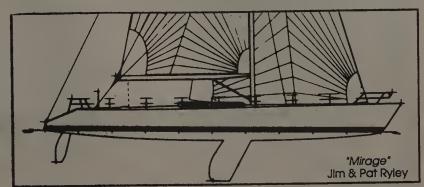
It didn't take us long, back in our carefree cruising days, to get to love teak. In fact, the first boat we crewed around the Med proved an ideal experiment. The elevated aft deck (about a quarter of the boat's length) was teak. When money started running short during the building, the forward deck was finished with fir. All the teak ever required was wetting down in hot climates to keep it swelled. The fir, on the other hand, was dirty, shed and wore a lot, leaked constantly, developed 'hot spots' of rot; retained stains of everything from fish blood to mayonnaise; and didn't have nearly the non-skid qualities of the teak.

Most wooden boat owners would probably agree with this assessment, but we found one of the most interesting second opinions in an unlikely place: Robert Ballard's latest book, Discovery of the

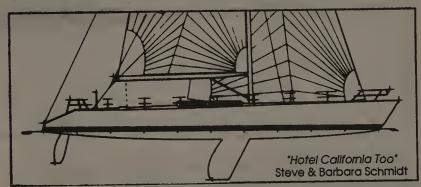


THREE WISE MEN

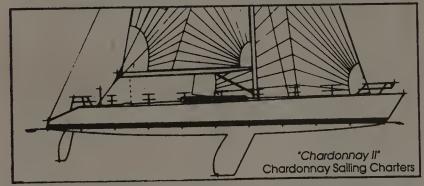
It's a short story of three men, ordering three similar boats but with three different needs.



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'Bismarck'. You'll remember Ballard as the oceanographer/ adventurer who gained fame a few years ago when he found the wreck of the Titanic. Anyway, in his latest book, Ballard observed that, despite the fact that Bismarck has been three miles underwater for 50 years, "most of the decking was in amazingly good condition - apparently untouched by the woodboring worms that devoured most of the pine decks on Titanic. Only teak had survived on the Titanic; we are now certain that teak decking was used on the Bismarck."

To all you Financial District yachties. . .

We had no idea that Latitude was so hard to come by in the Financial District until an astute reader pointed out that several of our former distribution centers, such as Joe Harris and Butlers, have either moved or closed. All is not lost, however, and those of you currently making lunch-hour runs out to Aquatic Park or the Marina will be happy to know that Latitude is now available at Foley Books on Spear Street near the Rincon Annex. They're usually on the floor near the street (not mall) entrance.

Attention, wave shredders — at least the literate ones.

Shimon Van Collie, longtime contributor (and former editor) here at Latitude, is presently at work on a book about windsurfing. To flush out his reference library, he's currently searching for back issues of the now defunct Windsurfer magazine, in particular any issues featuring French adventurer Arnod de Rosnay and/or the special yearly issues on Maui. If you can help, give him a call at (415) 843-7213.

Short-stopping a short circuit.

According to a guide available from Boat/U.S., 25% of all boat fires are caused by short circuits. A short circuit can generate temperatures hot enough to melt steel or instantly ignite other boatbuilding materials, while stray current from an improperly installed electrical system can destroy bronze hull fittings in a matter of days. The good news is that the Self Inspection Guide for 12-volt Electrical Systems (from which this information is taken) also tells you how to how to prevent such failures — and it's free! To receive a copy, write Boat/U.S. Marine Insurance, Box 1, 880 South Pickett St., Alexandria, VA 22304, or call toll-free at (800) 678-6467.

The value of a good proofreader.

The reason we were given for why the tidebooks were so late this year was an error in the first printing run. Just a small thing, really, but it seems that the schedules for ebbs and floods — were reversed! The revised and corrected version should be available everywhere by the time you read this.

It couldn't have happened to a more deserving couple.

Don Chandler and Susan Callahan met because of sailing. Don proposed aboard a sailboat. They're even getting married at the Sausalito YC. And now, thanks to the International Boat Show held last month at the Moscone Center, they'll honeymoon aboard a sailboat, too: the couple won the all-expense-paid trip to New Zealand. Sponsored by Rainbow Yacht Charters, the trip includes airfare, sailing aboard a Beneteau 41, and a three-day stay at a Kiwi ranch. Congratulations, Don and Susan.

Calling all Valiant and Esprit owners.

Sylvia Dabney, owner of the Valiant 40 Native Sun, would like all Valiant and Esprit owners to know that the Valiant Owner's Association is celebrating its first year of existence. Two newsletters have already been published and more are in the works. For membership information, write Sylvia at Rt. 1, Box 37, Gordonville, Texas 76245. Or call (903) 523-4899.





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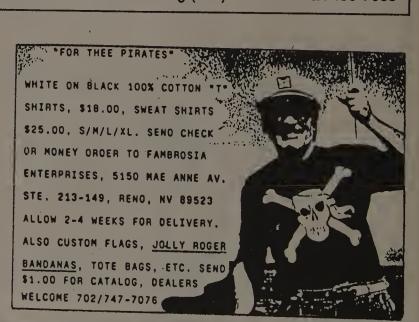
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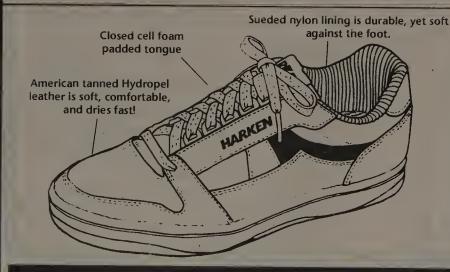
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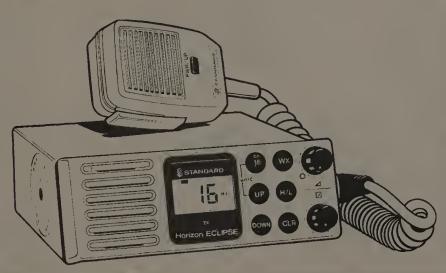
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name, rank and slip number

Despite major disagreements on whether or not we should be fighting a war in the Middle East in the first place, we're happy to see that most folks have rallied behind the troops themselves. And while there's little humorous about



Sgts. Scharff and Fleming.

war, we're also glad to see that some sense of the fun of home, and sailing in particular, remains out there in the deserts of Saudi Arabia. These guys are Sargents Scharff (left) and Fleming catching up on their favorite reading back before the 'Ides of January' deadline. We're proud to represent a slice of home for them and other sailing soldiers, and certainly wish them 'smooth sailing' in the stormy times to come.

We're sure there are many displaced boaters among the half-a-million troops in the Middle East. Do you know any?

Are you related to any? Are you one? If so, drop us a line and tell us where the person is from, what rank they hold in what branch of the service, and the name and type of boat that awaits their arrival back home. We'll give them a cheap thrill by printing their names in an upcoming issue.

50 ways to love your cruiser

"I showed a lawyer friend of mine around a few months ago and before he left he said, 'I think you've got about 50 patents here!" So spoke John Walsh of his 65-ft steel schooner Quest II. And for once, we find ourselves in total agreement with a lawyer.

At a quick glance, Quest II appears as just what she is: a handsome, heavily built Al Mason schooner that John, his wife Pat and a constantly changing panorama of metal and wood craftsmen have been a-building since 1979. Construction all took place at Bethel Island Marina, which the Walshes have run for about 20 years.

But when you look closely, you begin to see that there's more to Quest II than meets the casual eye. And when we took a tour, we were bowled over by this energetic expatriate Australian — or more accurately his creativity in creating one of the most multifunctional, well-equipped cruising boats we've ever seen. Virtually all modifications were designed or done by John, an exmerchant marine seaman, retired mechanical engineer and (for the last 30 years) ship surveyor. Everything we saw was done with an eye toward function, labor saving and safety. (That's also why he chose a staysail schooner rig. With the exception of the big main, "You can set or drop all the sails while you're on the wind," he points out.) Here's a partial list of what we saw:

Compressed Air — In addition to a huge Caterpillar 3304 diesel and smaller generator, Quest II carries a heavy-duty air compressor which is plumbed to various points throughout the boat. That means any work (sanding, drilling, etc.) can be done with pneumatic tools, which are cheaper, simpler and safer than electric ones. Compressed air also runs some machinery on board, including the Walsh-designed-and-built windlasses and bow thruster.

Fuel tanks — There are 20 fuel tanks integrated into Quest II's hull, any one of which can be monitored, transferred, isolated or put on-line at any time cont'd next sightings page

feliz navidad

While U.S. foreign relations is suffering a slight image problem in some parts of the world these days, to the people of La Paz, Baja, Americans are anything but ugly. In the annual Christmas Drive, the only local charity effort in which gringos participate with locals, such a mound of Christmas loot (see next page) was collected for the local kids that old Santa himself is worrying about job security. Here's a report by cruiser Jane Firstenfeld.

Some 5,000 children in the poorest barrios around La Paz received a little Christmas joy this year, thanks to the combined efforts of the international cruising organization, Club



- indeed!

Cruceros, and the La Paz Junior Chamber of Commerce. Working together for the second year, the two clubs raised well over \$10,000.

More than \$8,000 of this was raised at Subasta '90 (Auction '90), which was hosted by Marina de la Paz on Sunday, December 2. A festive crowd of some 600 Mexicans and extranjeros enjoyed an afternoon of music, refreshments and bargain hunting amid fevered bilingual bidding for donated goods and services. These included dinghies, electronics, restaurant meals, artwork, a kayak trip and a puppy. Cruceros' Christmas Drive chairman Bill Steagall (of Inspiration), JC's chairman cont'd center of next sightings page

50 ways - cont'd

(also using compressed air) from a central control "console." When filling, all vent pipes also feed into the console, where they can be monitored through a sight glass. The fuel capacity of about 1,200 gallons gives Quest II about a 4,000-mile powering range.

Crow's Nest — Walsh has taken both ratlines and the crow's nest into the '90s. The ratlines are made of chain to which braces have been welded for the wood rungs. The crow's nest features a wide base, stainless 'pulpit' — and even remote controls for the autopilot! "I've found that the use potential of a crow's nest is inversely proportional to how hard and uncomfortable it is to get at," says John, shaking the unyielding ratlines. "That's why this one is comfortable, low (22 feet off the deck) and safe to climb to."

Blocks — Walsh made all his own blocks, travelers and most other running gear except the masts and winches. What makes the purchase arrangements particularly interesting are the 'fairlead eyes' welded above each

cont'd next sightings page



50 ways - cont'd

sheave. The idea is when you go to grab a vang or some other stowed tackle, you don't have to spend 20 minutes untangling it. The eyes make everything fall right into line.

Anti-Corrosion — Aside from the normal coatings, and liberal use of stainless steel throughout the boat, Walsh took pains to avoid condensation-caused corrosion in closed spaces. For example, the main cabin is framed with square tubing. After completion, each tube was connected to a vacuum pump, evacuated of air, injected with nitrogen, then sealed. No oxygen, no rust.

Rain Collection — The big cabin roof has a built-in rain gutter whose outlet is a spout situated right over the water tank filler cap. When those tropical squalls come through, it's just a matter of waiting until the water runs clear, then sticking a hose in to top up the tanks.

Machine Shop — The editor doing this story spent two years in the Navy and left feeling Quest II was better equipped than the destroyer he served on. In addition to one of the most well thought out and accessible engine rooms in yachting history, Quest II also has a separate machine shop which includes a full-size metal lathe! And of course, they'll carry plenty of oxygen and acetylene tanks for welding. Come to think of it, Walsh could probably repair a broken-down destroyer quicker than the Navy, too.

Ventilation — With everything else thought of and thought out, ventilation wasn't overlooked. "I always hated it in the tropics when you had to close everything up for squalls. All that screwing around with wingnuts or worm gears, which you then had to go around and undo when the squall passed so you could breathe down below." His answer is a devilishly simple but ingenious dogging system. One flip of a stainless lever and a skylight is open; another flip and it's closed, held watertight by a spring-loaded turnbuckle.

Anchoring — Boats equipped with hawse pipes all suffer from 'anchor slam' when pounding through heavy seas. No matter how tightly you draw them up, there's always enough play that they clank around. In a steel hull like Quest II's, the effect is similar to vacationing in Baghdad during the Allied bombing raids. (Quest II was launched three years ago and, in a semicompleted state, did her shakedown cruise to Mexico and back. A lot of the lessons of that cruise, such as the anchor-banging problem, "were written in fire," says John.) John engaged his fertile imagination and before long, had the solution figured out. Now, when the rising anchor clears the water, it stows itself via a stainless guide welded to the hull below the hawse, engaging its fluke tips in built-in holders. If a passage is in the offing, the chain stower (John hasn't eliminated every job — yet) can simply flip another lever inside, which locks the stock of the anchor securely against the hull.

Mooring Cleats — "I don't plan for this boat to be tied up that much," says John, so he didn't want the big steel cleats necessary to hold *Quest II*'s 77,000-lb bulk to a dock to intrude on deck space. The solution? Hide them under a hinged 'flap' of deck that pivots up when needed.

There's lots more, but we had to be running along and Pat and John were in the last stages of readying the boat for a Mexico departure. With a crew of five close friends, they took off mid-January, headed for Baja, Australia, Japan and who knows where else. (At this juncture, however, the usual South Seas meander is not on the docket. "I've been there lots of times already in the Merchant Marine," says John.) They plan to attend Baja Sail Week in mid-April, where we hope they'll still be amenable to doing tours of the boat. If so, ask for a look-see. One day — we should live so long — all serious cruising boats might be equipped like this. Well, maybe with the exception of the machine shop.

a bear of a boo boo

Hoo boy, did we pull an aw-shit last month. In preparing the Sightings piece about the many trophies that the Bear class had accumulated over the years, we edited a different ending onto author John Skoriak's piece, which indicated that seven-time season champ Scott Cauchois had won for an unprecedented eighth time.

cont'd next sightings page

navidad - cont'd

Jose Acosta Farias, Auction organizer and chief subastador (auctioneer) Mort Firstenfeld (of Good News) and dozens of volunteers from both groups were responsible for what the local papers termed un gran exito — a 'great success'.

The gifts of toys, candy and clothing — much of the latter contributed by readers of Latitude 38 (way to go, readers! — Ed.) — were distributed on Christmas Day under the Christmas tree at Cuahternoc Park on the Malecon.

The success of the Christmas Drive is already helping to improve the cruisers' sometimes shaky image here in Mexico. The Governor of Baja, while presenting the JCs with a donation of 1 million pesos (about \$350) for the fund, was moved to state that the Cruceros are not just visitors, but also *Pacenos*, or 'people of La Paz', a title not taken lightly here.

In gratitude for their contributions, the Cruceros were honored guests at a *posada*, a Christmas fiesta hosted by the JCs. There was plenty of music, food, brandy and pinatas, and a good time was had by all 150 attendees.

- jane firstenfeld

no happy ending

Two East Bay sailors died Sunday, January 20, off Angel Island, apparently as a result of capsizing their Snipe during a return trip to Richmond from Angel Island. The official Coast Guard report indicates that the body of 38year-old Jim Klocke was sighted near Pt. Stuart by passing boaters on Monday at 12:35. Ironically, not 10 minutes later, the wife of 43year-old Ken Jones called to report the two men overdue. A Coast Guard boat from Station Golden Gate started a search of the area, finally locating the boat about 3:20 p.m., two miles from where the first body was found. Jones' body was aboard. Though submerged to the gunwhales, the boat was in an upright attitude, 'anchored' to the bottom by its broken mast sticking in the mud. Drowning was determined to be the cause of death in both

After reading a newspaper account of the tragedy, another East Bay sailor, Ryan Werner, gave us a call. He's pretty sure he and his wife were among the last to see the two Snipe sailors alive.

"We'd sailed over to Hospital Cove from Berkeley," says Ryan. "In the afternoon, the wind shifted around to almost due north, and started blowing hard enough to get a good swell going through the anchorage — the waves were actually breaking over the docks.

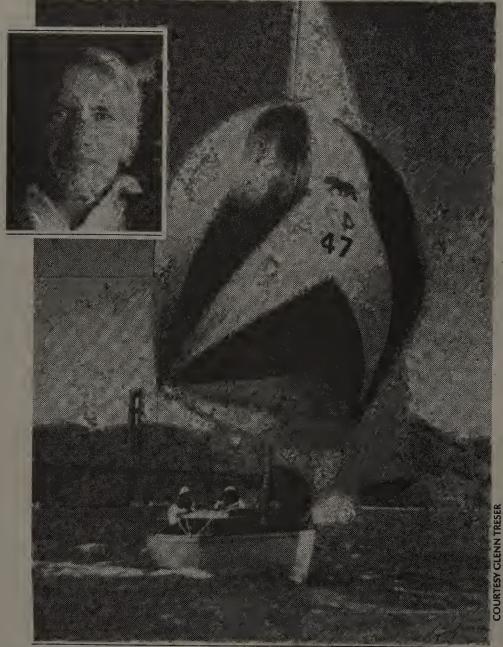
"Just before we left — about 4 — these two guys came in in this little boat. They didn't have wet suits or anything." (Both men were

cont'd center of next sightings page



bear boo boo — cont'd

Well, guess what? Her didn't. And while Skoriak was understanding enough — even though he was blamed for the error — the real Bear Boat season champion, Glenn Treser, was justifiably upset. "It has taken me 17 years to



Above, 'Chance'. Inset, Glenn Treser.

finally feel like I won a YRA season championship fair and square," he wrote. "To not be interviewed was disappointment enough to myself and my crew. But to not even be acknowledged . . . well, I hope you understand my frustration."

Glenn — Indeed we do, and we apologize for the error. Anyone who can beat Cauchois definitely deserves recognition. And while we'll plead innocent to not including an interview with you in our Season Champions roundup — we simply do not have the space to feature everyone — we include it now as a token of our apology, and our belated congratulations.

Glenn R. Treser is a hydrographic surveyor with Towill, Inc., a San Francisco Engineering company specializing in photogrammetric and hydrographic surveying. After 17 years, he decided he had had enough of 2nd and 3rd-place YRA seasons. He had Svendsens build a new mast for his Bear Boat Chance. Then he advertised in Latitude 38 for a crew willing to dedicate time for both racing and practicing. The crew he found had no racing experience but had all sailed before: Steve Rockford of Calistoga and Craig and Melody Beckner of Santa Rosa never let him down.

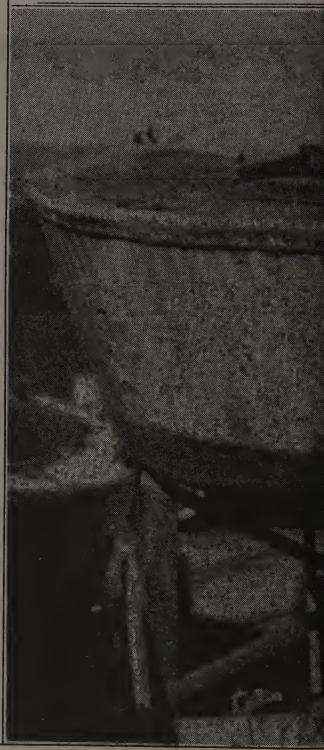
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no happy ending

found wearing street clothes; one had on shorts.) "I said 'You guys must have had a ride!' and one of them commented that it had been downwind from Richmond, so it wasn't too bad. I remember thinking that they were going to have a hell of a time going home, but they seemed to know what they were doing, so I didn't think much more of it. On our way home, even with a double-reefed main and roller-furling jib rolled most of the way up, our Pearson 31 was still doing 7 knots. So it was blowing."

Strong wind, small boat, chop, cold water, street clothes — in this case, they seem to add up to a lethal combination. Our sincere condolences go out to the families.

When we asked the Coast Guard what other boaters could learn from accidents like



- cont'd

this, we got an emphatic, "File a float plan!" Jones and Klocke almost did. When she called, Ken's wife was able to give a detailed description of the men, the boat, what they were wearing, where they were going, when they left the dock and when they were due back (6 p.m. Sunday). The 'fatal flaw' in this plan was that Klocke kept an apartment at Richmond at which Jones would sometimes spend the night after sailing. So Mrs. Jones didn't really miss the two until Monday morning, which was far too late to help them. A Coast Guard spokesman points out that arranging a simple phone call home to say they'd gotten in safely Sunday evening might well have ended this story on a much, much happier note.

bear boo boo — cont'd

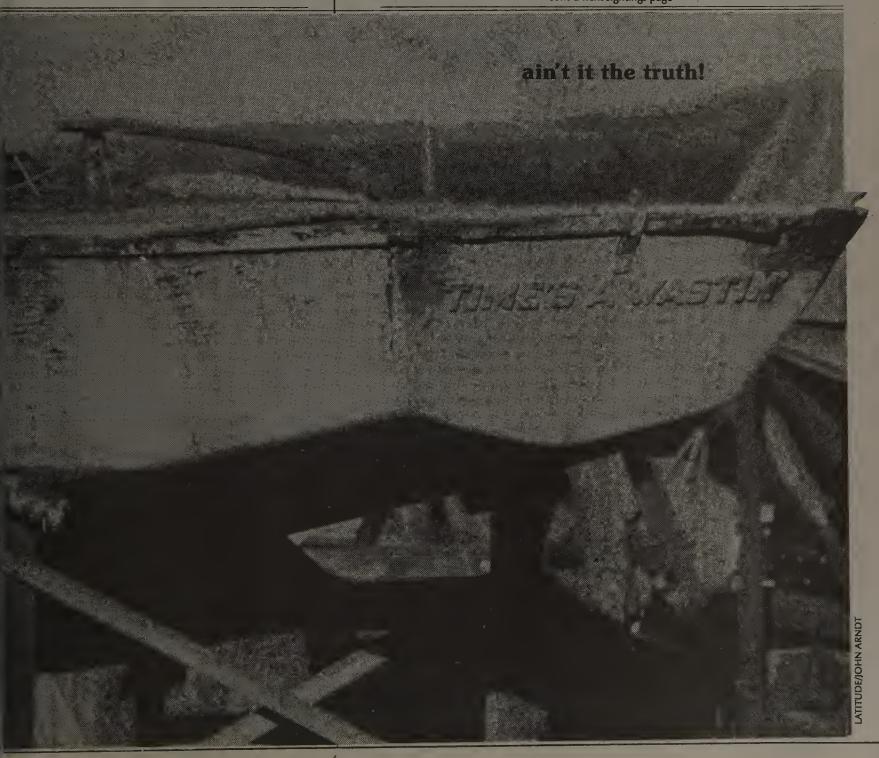
Chance herself has an interesting history. She was once a ferry boat on Lake Tahoe, and later burned and sank at Coyote Point Marina. She was raised and completely restored by Jens Hansen of San Carlos in 1971.

It was a great year for Glenn to finally beat Scott Cauchois, who has been racing the same boat, *Trigger*, continuously for 31 years (and with the same crew for 25). Glenn also won the season championship in 1987, but some of that satisfaction was tarnished by the fact that the top competition had equipment failures and missed a race or two. Not so this year — it was fair and square, race for race and very good competition.

Glenn also won the Bear Boat Singlehanded Race and the Aeolian YC Singlehanded event.

tale of a fateful trip

I didn't know whether to title the following "Can This Marriage Be Saved?" or "Ain't Sailing Fun?" What follows truly happened one Saturday. I did not use the actual names for a simple reason: when the owner reads this, he will cont'd next sightings page



fateful trip — cont'd

kill me.

Two months had gone by, two long months without sailing. Not by choice, mind you — it was just time to give the old girl some much needed TLC. After eight weeks of washing, scrubbing, waxing, polishing, shining, sanding, varnishing, adding new winches and even a new jib, the Newport 30 was ready to get back on the Bay. Hubby would have preferred to do this in a heavy-duty race, but Wifey said, "Let's invite some friends and cruise to another yacht club for lunch."

Bruce and Gladys happily accepted, snacks and beer were placed aboard, Hubby called Loch Lomond to reserve a slip, the sun was shining... what more could we ask? Hubby, Wifey, Bruce and Gladys, all smiles and good fellowship, set off for a fun-filled day.

The wind and flat water was just right as we sailed across the Bay. The sails were set to Hubby's normally unattainable standards of perfection, the breeze was warm, the beer was cold — this must be heaven!

Bruce brings us back to earth with the observation that there seems to be quite a bit of water sloshing around the cabin. Even Bruce and Gladys, novice sailors that they are, know that water shouldn't be 3 inches above the floorboards — or be spouting out from under the floorboards like a fountain.

Hubby and Bruce scurry around looking for an answer to our wet mystery while Wifey and Gladys start bailing. Whoever said that women can't move fast on a boat has never seen one bailing for her life with a two-cup coffee pot! Why isn't the darn bilge pump working? Where's the water coming from? How far can I swim? What the heck am I doing here?

Crashing and banging has taken on a new meaning. Hubby is on his knees in what now appears to be 4 or 5 inches of water. He is bent over, arm deep in the bilge, feeling for the leak. Bruce is frantically checking batteries and wiring to the bilge pump, while Wifey and Gladys man the coffee-pot brigade. This makes four adults crashing and banging in four different directions in the cabin of a 30-ft boat, all using words that are unfit for publication.

The problem with the electric bilge pump turns out to be a simple blown fuse. It's soon humming away, the cabin is soon dry — well, at least empty — and the crew is in the cockpit finally enjoying that cold beer. Needless to say, a few snide remarks are passed between Hubby and Wifey, but we sailed under the Richmond Bridge and glided into Loch Lomond without serious injury to the boat or marriage.

Safely in the slip, Hubby and Bruce settle down to discuss the source of the leak. After several rude accusations between Hubby and Wifey, Gladys suggests that Wifey join her at the yacht club bar to discuss the merits of doit-yourself divorce. After a couple of tequilas, Wifey's only concern is that some damn fool will probably rescue Hubby if the boat sinks in the slip!

All is well upon their return. Hubby and Bruce have solved the problem (they say) and we can all be friends again. The four of us relax and enjoy our drinks and conversation (this is any chit-chat that doesn't include calling each other names). After an hour or two, we decide to sail for home, have a nice dinner and laugh about the day.

We head out the San Rafael Channel for a nice afternoon sail. All is well and Wifey has finally admitted divorce is probably not the answer.

Oh shit! Five inches of water in the cabin, and rising! Turn this damn boat around an get back to Loch Lomond — fast! We quickly resume positions the name-calling, crash-banging, elbow-jabbing, coffee-pot-bailing comedy show.

Safely in the slip once more, Wifey and Gladys sit on a dock box wondering how long it would take to walk to Alameda, while Hubby and Bruce tear the m_____f___boat apart searching for our source of misery.

Aha! A hole in the muffler. Duct tape to the rescue and we can now sail home. Hubby, in a last-ditch effort to save his 30-year marriage, hands the helm over to Wifey with explicit instructions to stay in the middle of the channel. Wifey bites her tongue and takes the wheel, whereupon she notices that the boat has stopped moving.

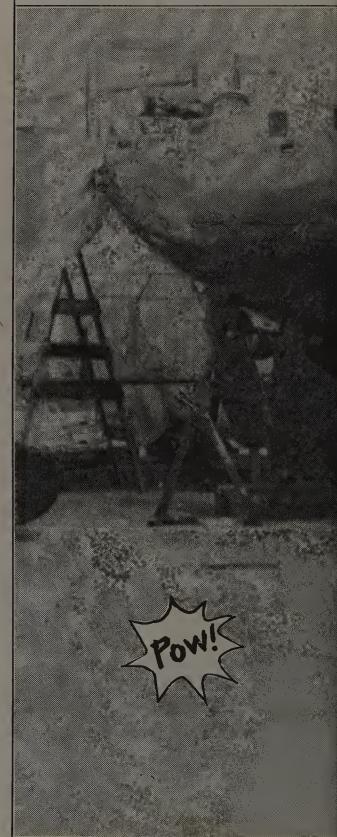
As Hubby screams to Wifey that she is the first G_d_idiot to ever get stuck in the San Rafael Channel, Wifey notices another boat and begins to raise her hand. "No!" Hubby bellows anew. "Don't you dare wave at a powerboat!"

Too late. Bruce and Gladys are on the bow, flailing their arms for all cont'd next sightings page

indiana jones

With his bullwhip cracking, Ted Tillman led the way to the launch ramp in early December. Approximately 150 people turned out for the gala event. I felt as if I were at a wedding, for after 10 years of reconstruction, Ted's 48-ft steel ketch Zig Zag would again be one with the sea.

Ted purchased the boat in 1980 with plans for extended cruising. Shortly after the deal was closed, though, he detected serious and extensive corrosion in the bilge. It didn't deter him in the least; it just meant a change in plans. While



of the boatyard

effecting repairs to the hull, he also completely redesigned and rebuilt the interior, which includes a woodburning stove that he built himself. A truly unique individual, he even made his own anchors!

And the whip? It's how he exercises. While millions of people across America bump and grind to TV aerobics every morning, Ted cracks his whip to warm up for the day ahead.

Come to think of it, it's been awfully quiet around here in the mornings lately.

--- carl nelson

fateful trip — cont'd

they're worth. Two cruisers grumble by oblivious to our predicament. The third, looking for a chance to sneer, offered to help. Bruce throws a towline, then remembers the old cliche about cleating it first. The second time, Bruce cleats the line before throwing and we are pulled off the mud. Thank you, powerboat. Though our ETA home will now be well past dinnertime, we are on our way at last.

It was a perfect sail across the Bay, made all the nicer as there were no children aboard to learn any new words. Wifey and Gladys had heard them all before, of course, though they had to admit, never strung together in such creative fashion. After Wifey declared that she was going to use her half of the divorce settlement to buy a Winnebago and live in the mountains alone,

cont'd next sightings page



fateful trip — cont'd

Hubby cheered up immensely.

Oh damn. It can't be. The wind is dying, night is rapidly coming on and Hubby brings up the most dreaded word of all for a pleasure cruise: spinnaker. After several "F___ you's" from Wifey, Hubby has the damn thing up. Bruce is pretending to sleep and Gladys is cowering in the stern. Hubby goes below to visit the head, leaving Wifey clutching the spinnaker sheet, squinting into the dark and praying that, for once, the inevitable won't happen.

No miracles tonight. As the spinnaker starts to flutter and collapse, Wifey wonders if it might be cheaper to hire a hit man than an attorney. By the time Hubby is back topside, Wifey has only one thing to say to him: "Wrap." If you've ever heard the word, you know the rest.

The sails are down, the boat is at peace in her slip. It's midnight when we say our goodbyes and thanks for the great day. Nothing beats good friends and relaxing day of sailing.

- 'gladys'

mo' better blues

Times are tough in the boating industry. We never realized how tough until we bopped into our local hangout the other night to find the ragtag troop of cont'd next sightings page

opportunity knocking

Are there any readers out there who have only dreamed of doing a TransPac? Well, this year could be our golden opportunity. The Ancient Mariners Sailing Society is sponsoring the San Diego to Maui Race for classic yachts, which starts June 9.

I know that at least two Bay Area classics plan on participating. I have been talking with the owners of a possible third boat, *Xanadu*, a lovely, well-maintained 50-ft Rhodes keel/centerboard yawl. She is a vessel of great beauty, charm — and turn of speed that is impressive despite 40 years of 'improvements' in yacht design. She is a vessel I would confidently and proudly take anywhere in the world, and she'd be a fast and comfortable entry in the Ancient Mariners TransPac.

If we can put together a syndicate — and maybe several sub-syndicates — to not only do the TransPac, but the trip down to San Diego, cont'd center of next sightings page



blues — cont'd



musicians pictured here. Dubbed the 'Marine Industry Blues Band', it included (from left to right) Phil Kaiko on 12-string, Carl Schumacher on trumpet, Gary Mull on harmonica and lead vocals, Jim Antrim on keyboards and Tom Wylie on lead guitar. Judging from their, um, 'interesting' fusion of rock, blues and chopsticks, the plan may well be to destroy music as we know it so people will go back to boats. It certainly worked the night we were there.

Ho, ho, ho — fooled you again. The above-mentioned gentlemen, all very much surviving the industry drought, simply found themselves together at a party and picked up the instruments while the real band was on a break.

dashing through the dark. . .

A head appears in the companionway and shouts: "We need bodies on deck for a sail change!" The wind has become too strong to carry the spinnaker and we must change to a smaller, heavier one before the current one explodes — like the one last night did.

Three of us drag ourselves up on deck, still in our underwear and without shoes. It's 0300. We're groggy with sleep, and definitely not inclined to leave the cockpit unless it's absolutely necessary. Let the other watch do the risky stuff. We're all veterans. We've been doing it together for the last two days and nights, so we know the routine.

Dragging the new spinnaker clew with him, the bowman is hoisted up to the pole and pulls himself out to the end. It's 23 feet long and 15 feet above the water. Though plainly illuminated by the light of the full moon, if he were to fall at this speed and with this much sail up, he would be very difficult to find in the dark ocean.

Soon the new sail — which, like the old one, would cover five semi-trucks parked side by side — is hoisted and set inside the old sail. With the pull of a few lines, the new sail opens with a loud crack. Now collapsed, the old sail is set free by the bowman, who's still out at the end of the pole. Four of us now gather in the old sail while someone lowers the bowman back down on deck. To those of us who have been roused from our bunks, it's time to climb down below again to try to get another couple hours of sleep. . . ."

 excerpt from Dan Newland's Christmas newletter about a race on a Santa Cruz 70 to Mexico

big rock candy bilge alarm, and other thoughts

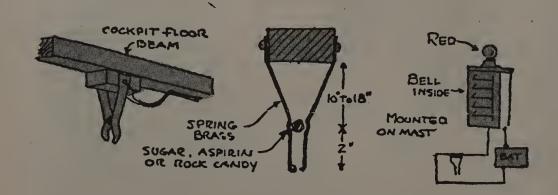
In the January '91 issue, you solicited ideas for bilge alarms. Here's a diagram and explanation for an interesting one from Carl D. Lane's cont'd next sightings page



bilge alarm — cont'd

Boatowner's Sheet Anchor, which was published in 1941!

While we're on the subject, it seems to me that keeping the water out of a boat depends not so much on what one purchases from the marine store, but



The Quambogue leak alarm. Developed by fishermen, this gadget is attached to a beam in such a manner that its business end is at a point above which rising bilge water would be dangerous. Upon water reaching it, the sugar, aspirin, rock candy or other soluble matter dissolves, the contacts touch, ring the bell, light the red light and, as the fishermen say, "Seems somebody ought to ketch on an' bring me the news." (From the Boatowner's Sheet Anchor, Hawthorne Books, Inc., NY, 1941.)

on one's thoughtfulness, skill and courage. It is the character of the skipper that will lead him or her to purchase a liferaft or make Lane's leak alarm. But the mere purchase of a bilge pump will not keep a boat afloat. Without planning, and the heart to do the hard work when called upon, the gadgets will only clutter up the boat.

- lee pliscou

huck finn of the '90s

Next time you think California is the only hotbed of innovative thinking, remember Harry Radebaugh. A 61-year-old retired glassmaker, Harry and brother Bob 'Beaver' Radebaugh have long been avid motorcyclists. With Harry only recently taking up sailing, the pair were faced with how to get his XS Fun International — a 10-ft catamaran powered by a windsurfer rig — to Lake Erie 40 miles away.

The result is what you see here. And though Toledo is way up around latitude 41, our curiosity got the best of us and we couldn't help but contact Harry for the details. (Thanks to rider/sailor Bart Riley of Santa Cruz for forwarding an article on Harry from American Motorcyclist magazine, and to AM for putting us in contact with Harry.)

"I can put the rack on and load the boat by myself in only about 10 minutes," says Harry. At first, he and Beaver were planning to construct a special trailer behind the big Honda Gold Wing, but they were concerned about its width, how to attach it, and so on. Harry hit on the idea of the rack, which he and his brother built of steel tubing.

Completely loaded, Harry figures the boat and rig weigh about 75 pounds. And though he "knows it's up there," he's had the bike up to 60 mph with no balance problems at all. "The biggest problem I have is figuring out how to sail the boat once it's in the water!" says the young-at-heart Ohioan. "I've just gotten to where I can stand up on it. This summer I'm going to work on turning — before I end up in Canada."

What's next on the brothers' nautical horizon?

"Well, Beav (who is 65, incidentally) and I like to do things differently than other people. A few months ago, when the Ohio River flooded, this old beat-up motorboat washed into the woods near his house in Cincinnati. We're thinking of dragging it out of there, patching it up, putting an outboard on it and taking it down the Ohio — maybe even the Mississippi down to the Gulf. That's my idea of a lot of fun."

opportunity

a few weeks of cruising the Channel Islands, the trip home (most likely via Victoria), then Xanadu could be prepped in time — but only if we move fast!

If you always wanted to do a TransPac, but haven't had the boat or the contacts, or if you just want to take a hell of a great sailing vacation on either side of the race, give me a

rita's 'ford' -

Raised on powerboats in the Pacific Northwest, Rita Coy inherited both a love of boats and a pretty spunky attitude about



- cont'd

call at the (415) 457-3639 and we'll talk.

Perhaps there are other classic yachts that could do the race under similar circumstances. If their owners will call, I'd be happy to make referrals of any potential crewmembers who call me.

— john berman

cadillac in the making

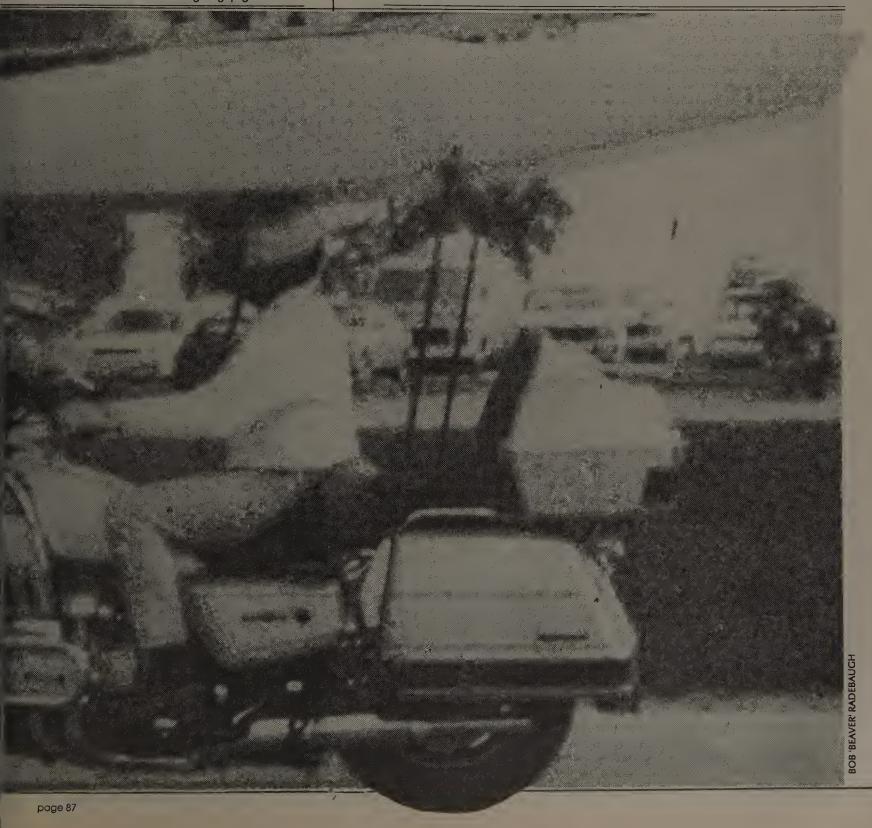
woman power on the water at an early age.
"Down here, not many women have much
cont'd center of next sightings page



so that's why!

If you're confused as to why the quality of life in California seems to have deteriorated over the years, you need look no farther than the Great Seal of California for an answer.

Check it out: no cars, no condos, no fast food outlets, no golf courses, no BCDC, no powerboats — and best of all, 2.5 sailboats for every person. Time to get back to our roots, don't you think?



crew list - special bulletin!

If you scooped this issue up expecting to find the forms for the 1991 Racing, Cruising, Daysailing, Boat-Swapping and Co-Chartering Crew List, we're out of space and you're out of luck. This issue filled up so fast we simply couldn't find anywhere to shoehorn them in again.

However, don't panic, if you want to take part, there are still plenty of ways to get ahold of the proper forms. If you need forms, you can send a self-addressed, stamped envelope and we'll send you the whole kit and kaboodle. Or we can FAX the forms to you. Or you can pick up a copy of the January '91 issue in which they appear (many outlets still have some kicking around). Or you can come into our offices and pick up a January issue.

But don't procrastinate: For racers, we need to have your forms in our hot little hands no later than February 15 — with the small advertising fee (\$5 for people wanting to crew; \$1 for everyone else). Cruisers, daysailors, boatswappers and co-charterers have until March 15. We'll run the names of all respondents in our April issue.

short sightings

citrus Heights — There still is no fail-safe cure for seasickness, but a product now under development to alleviate nausea in pregnant women may also hold promise for drug-free relief from seasickness. The device, invented by physical therapist Lawrence E. Bertolucci, was developed as for pregnant women who must avoid anti-nausea medications. It consists of a wristwatch-size device which emits a nearly continuous stream of electical impulses said to mimic the effect of acupunturists' needles. With the patent for the device just granted, it may be awhile before the technology trickles down to tender-tummied boaters, but once Casio gets ahold of it, we figure it'll just be one more feature (along with GPS, Ham radio and depth sounder) in their newest \$49.95 watch.

SEABROOK, TEXAS — Lenire Marine Restorations, to be exact. That's where Snipe #1 will undergo a complete restoration this winter and spring. You may recall we reported on the finding of hull #1 — built by a father and son team in 1931 using plans published in Rudder magazine — in a woodsy area of Shreveport, Louisiana in 1988. Snipe class executive director and resident historian Tom Payne made the find, and traded the owner a new boat for the rotten hulk. Lenire's Leonard Kirkham was chosen for the restoration work because "Number one, he's a Snipe sailor," says Payne. "And number two, he's known for the quality of his restorations." Kirkham says restoring old #1 will be in many ways harder than building a new boat. At this point he's dismantled the whole thing, taken patterns off the pieces and reused whatever he could. "Of the whole structure, 60 percent of the original will be in the hull, though it may not be doing the same job it did before," he says. While paling in numbers to classes like the Sunfish and Hobie Cat, the Snipe, at 28,000 registered boats, is certainly the largest older one design class still in existence. (Ninety boats competed at the 1990 Nationals in Annapolis.) When the restoration is completed this spring, Snipe #1 will be trailered around to various regattas to give each of the 45 Association members who contributed \$100 to its restoration a chance to sail it.

SAN RAFAEL — In these days of recession, it's always good to see a business celebrating success. One such is Helmut's Marine Service of in San Rafael. Among the largest Volvo Penta service facilities in the nation, Helmut's is going all out for their third anniversary celebration: They're inviting all customers, friends and boat owners to a party on April 7. In addition to food, music by a live Octoberfest band and a raffle, Helmut's is giving a 10% to 50% discount on all parts and accessories sold that day (or phone orders between 4/5 and 4/9)— with 5% of every invoice and 100% of all other proceeds going to the Hospice of Marin. (HOM is a nonprofit organization that cares for terminally ill people of any age or social group, and their families.) For more information, call Helmut's at (800) 326-5135, or drop by at 145 Third Street.

WASHINGTON, D.C. — Like the rock band, the Who, the Washington-based Boat/U.S. organization "ain't gonna take it, never did and never will".

cont'd next sightings page

cadillac

experience running a boat," says the thirtysomething brunette with a light-up-theroom smile. "Up north, it's pretty common for the husband and wife to form a team on a fishing boat. She drives and he supplies the brawn."

Rita's providing plenty of both brains and brawn on her 65-ft ferrocement three-masted schooner *Valkyrie* over at Manna Bay in Richmond. She bought the boat two years ago with the intent of sailing around the world, but first things first. Right now, she's at the midpoint of a complete refurbishment of the 16-year-old vessel. Rita's done most of it herself, with a lot of help from friends and neighbors.

For those who remember the glory days of the do-it-yourself yard at Pete's Harbor in Redwood City, Valkyrie might strike a familiar chord. She was one of five ferrocement boats — all inspired by Herreschoff's Marco Polo design — under construction there in the early 1970s; and one of only two to actually make it into the water and go sailing.

What distinguished *Valkyrie* from the crowd during building was that she was one of the first ferro boats to be built right-side up. Most had their rebar, chicken wire and hull 'mud' troweled on an inverted hull, and were then rotated so that a wooden deck could be added. *Valkyrie*, however, is cement all around.

Owner Roger Anderson completed Valkyrie, named after the female angels of Teutonic myth, in 1974. In the following years, he cruised her to French Polynesia (surviving the big hurricane there in the early 1980s), Tahiti, Mexico, Washington, Alaska, Canada and the Pacific Northwest. That's where he chanced to meet Rita.

She had been following her own course during those years, coming south to attend college (and learning to sail) in the Bay Area, then yo-yo'ing back and forth between here and Seattle. She usually spent summers on her dad's powerboat, going up the inland passage to visit friends as far north as the Aleutian Islands, and became quite adept both at working the boat and fishing.

When her dad fell ill and she had to sell the family boat in 1983, the thought occurred that maybe it was time to get her own boat. However, she had no idea when she signed on to help Anderson deliver Valkyrie from Seattle to San Francisco that she'd end up owning such a big boat. But though the schooner wasn't in the greatest shape, she liked the way it sailed, and the way it kept them warm and dry even in the 50-knot gales they encountered along the way. During one of those, a seasick Anderson mentioned he'd like to sell. Rita let it be know she'd like to buy, and they hammered out a deal then and there.

"When I left Seattle I had a normal life," she says. "I had a condo and a car and was dating. And then, boom: the next day I'm broke and I've got this boat!"

It took a couple of months to figure out

– cont'd

what systems needed what and just how far she was going to take the refurbishment. What she found was that the hull was in good shape, but everything else needed work — lots of work.

"When I got it, the boat was a FORD — 'fix or repair daily'."

So she decided to start at the cement hull and work out. It took almost a year to complete the re-wiring. Now she's deep into the cabinetry and woodwork. She does most of her work at Laney College in Alameda, which has a great wood shop, then fits the stuff on the boat. She's also recently hired a couple of fellows to help out part time so she doesn't feel so overwhelmed by the project.

Rita says the first rule of thumb she's learned about refurbishing a boat is that it takes three times as long to get anything done as your first estimate. The advantage of doing it right no matter how long it takes is that by the time she heads out for her circumnavigation now planned to start in a couple of years -she'll know every nut, bolt and washer aboard. She's also getting squared away with training for her HAM license, navigation, 100-ton skipper's license and everything else she'll need.

Her male neighbors in the harbor have come 180 degrees in their attitudes toward Rita and Valkyrie. Several had a hard time acknowledging the fact that a woman could 1) own, 2) restore and 3) run such a big boat. One even warned her to watch out for his boat when she came in and out of her slip. Now people from all up and down the docks come around to ask her how to fix this or that.

"It's nice to see the men growing up a little," she says, noting that boat ownership is



Rita Coy aboard 'Valkyrie'.

something any woman should consider.

"It's not that hard," she says. "If you know how to sew, you can do it. You're just working in a different medium. All it takes is imagination and patience, because sometimes it goes slow."

- shimon van collie

short sightings — cont'd

The 'it' in this case is the federal boat use tax — the user fees — that those slimeballs in Congress hastily slipped past us in the closing days of last year's budget. At the urging of Boat/U.S. and other groups, Rep. Robert Davis (R-MI) has introduced HR 534, a bill which would repeal the 'user fee' tax, which now ranges from \$25 to \$100 per boat owner per year, depending on boat size. The tax would collect about \$127 million a year but, despite designs to the contrary, the Coast Guard would not receive any additional funds from

"In order for this repeal effort to be credible," says Boat/U.S. president Richard Schwartz, "the boating public must get other members of Congress to support this legislation." He urges all boaters to contact their representatives immediately, ask them to co-sponsor HR 534, and remind them that this new 'user fee' tax does not increase the Coast Guard's budget in any way whatsoever.

TOKYO — The Japanese, already embarrassed by their spurious claims of adherence to bans on whaling and the killing of porpoises, received yet another environmental black eye. While a porous 1973 international agreement has prohibited the importation of hawksbill turtle shells, the Japanese loopholed it by claiming their bekko or turtleshell industry is an important part of their culture and thus entitles them to an exemption. But is it really? Jack Woody, sea turtle coordinator for the U.S. Fish and Wildlife Service, toured a bekko factory where he saw bolo ties, cigarette lighters, eyeglass frames and ornamental art as the primary products of the shells from the endangered turtles.

About the only two countries that continue to allow the harvesting of turtles are the Solomon Islands and the workers' paradise of Cuba. Japan has provided the largest market for hawksbill shells, having imported 234,000 since 1981. They expect to import another 18,000 this year. The huge Japanese market naturally spurs the efforts of poachers, who operate wherever the turtles are found. It's something to think about the next time you're considering the purchase of a Sony, Nikon or Toyota.

Hawksbills grow to between 60 and 110 pounds, live about 50 years when unmolested, and are considered by many to have the most beautiful shell of the eight turtle species.

SOLANO COUNTY — By agreeing to pay \$6.5 million for the 1,493acre Cullinan Ranch — it's just to the left after you pass the Vallejo YC and cross under the Highway 37 bridge — the U.S. Fish and Wildlife Service has instigated a dramatic turnaround in the North Bay environment. The land had been purchased in 1973 by two group's of Japanese investors, who envisioned a 10,000-person luxury waterfront community complete with marinas and lagoons. The city of Vallejo approved the \$1 billion project, but environmentalists and the state succeeded in getting a court to overturn the approval. Although the land will ultimately become part of the San Pablo Bay National Wildlife Refuge, it's expected to take 10 years before it's restored to its original wetlands state.

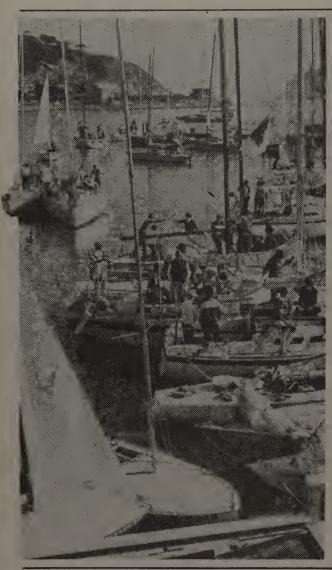
LOS ANGELES — Was the crew of the United States Navy submarine Houston operating unsafely when it struck a tugboat two years ago off the coast of California? The Navy is claiming it was not. The tug's pilot is presumed dead as a result of the collision.

FLORIDA — Lifeguards and marine police in the Sunshine State are turning to jet skis for everything from rescues to handing out tickets. It makes sense — they're fast, easy to launch and better able to handle surf. Can California be far behind?

FLORIDA — Is it just coincidence that this item follows the one above? You decide. A 69-year-old man was arrested recently in Key Haven for shooting a jet skiier. Warren Bailey of Key West fired three shots at Ernesto Palomino for, as Bailey put it, "attacking my sailboat." Two shots hit the jet ski and one struck Palomino in the foot. Says a sheriff's spokesperson, "I think (Bailey) was just mad. A lot of people complain about the noise of the jet skis, and I think that's what set him off." It's not known whether the arrest was made by an officer on a jet ski. Like we said, can California be far behind?

















SCENES FROM THE CYC MIDWINTERS, clockwise from above: the pointy end of the yellow Hobie 33 Severed Duck Head . . . oh, sorry. . . make that My Rubber Ducky; a lonely Hawkfarmer rides the rail on Cannonball; a pair of the Bay's premier 'big boat' designs, the J/35 and Express 37, go mano a mano; early morning rush hour at the CYC docks; like Wilkinson swords, the 'Blade (Bill Twist's Blade Runner) never loses her racing edge; beauty (Russell Long's girlfriend, Caroline Ducato) and the beasts, Kame Richards (left) and Peter Hogg; ear muffs, knee pads, shades, gloves, polypro — the only gear Movin' On's Kathleen Jones was missing was a full metal jacket. All photos/Latitude 38.





REMEMBERING THE

Do you remember your first time? Sailing, that is. Mine was in a small cove in Norwalk, Connecticut, aboard a 12-footer called a Quad Trainer. My dad said he'd buy the family a boat if my sister and Nearned how to sail, so we joined the local Red Cross class and got our feet wet with bowlines and tacking angles. For our graduation from the course, we sailed out into the harbor, and I recall spending most of the time crouched on the leeward rail wishing the instructor would let me steer.

The real meaning of sailing, which in my life meant racing, didn't hit home until a year later. The neighbor kid and I got into a debate about whose boat was faster, his sprit-rigged pram with the jet-black hull or my baby blue, roundnosed tender into which my father had installed a daggerboard well and catboat rig. After much talk, we decided to settle the dispute on the water, racing from one side of the harbor and back again. He kicked my ass.

My boyhood adversary's sailing career ended shortly thereafter. He liked powerboats. But for the past 25 years, I've been chasing his ghost around race courses from Diamond Head to Barcelona. In a funny way, I suppose I should thank him for beating me that day.

Everyone who sails has a story like that, tales of incipient episodes where we discovered this great activity. What got you interested? The idea of riding the wind? A love of the water or boats? Maybe it was the spirit of adventure, or a curiosity for what was over those distant horizons? Perhaps it was as simple as being given the choice between piano lessons and sailing lessons by well-meaning parents. Or maybe, like one sailor we know, they just dragged you kicking and screaming down to the boat every weekend until you started to like it in spite of yourself.

Whatever your tale, we thought you might enjoy learning how some of the better known Bay Area sailors cut their nautical teeth. As per usual, this wasn't done in any particularly organized manner — just whoever happened



Hal and Anne McCormack.

to be in when we called — although we did try for a representative cross section of age groups, women, cruisers and racers. And of course, we didn't poll everyone. Some notables either eluded our grasp or just declined the invitation. But what the hey, the ones who did talk spun



such good yarns, we already have a sequel planned for the people we missed!

Hal McCormack (Racing veteran, world cruiser and proprietor of a yacht management and maintenance business) — Shortly after the end of World War II, Hal's family moved to Corinthian Island in Tiburon. Naturally, the youngster wandered down to the Corinthian YC at the foot of the hill. According to Hal, the end of the war marked the beginning of the club's heyday, which lasted for a decade. Many of the Bay's best sailors, including Aldo

Above, young Commodore learns navigation from Warwick, Sr. Inset, Commodore today.

Allessio, Hank Easom, Bob Potter and Pete Fromhagen, sailed for the CYC burgee. After an initial family contact with the owner of a Bird Boat, Hal enjoyed apprenticing to these early rock stars.

"Those were the days when you had to work on a boat in order to sail," he recalls. "And you had to bring your own lunch."

Perhaps the skipper from whom Hal learned the most was Jake Wosser. "I sailed ICs with

FIRST TIME



him," he says, "and he used to talk all the time. I learned a lot. He'd give you a hard time if you didn't see the shifts coming, but it was a fun way to learn."

Anne McCormack (Hal's wife and sixtime participant in the Adams Cup [national sailing championship series for women], including once as skipper) — A native of Bristol, Rhode Island, Anne remembers sailing with her grandfather in his old Beetle Cat on Narragansett Bay as a youngster. When she turned 10, the Bristol YC started a junior sailing program, which Anne and her younger sister

promptly joined. Not long thereafter, the talented Anne became a junior instructor, teaching other kids in the 17-ft Cape Cod Mercury sloops.

Although the sisters didn't always get to sail together in that class, they did campaign a Beetle in local bay races. They'd later do the same with a Herreschoff 12.5 that their parents had chartered for them. Eventually, Anne would go on to crew in the Sears Cup (the national junior sailing championship) and then start racing for the Adams Cup.

"There was no magic moment," she says, "but once I started sailing I just knew I never wanted to stop."

Jeff Madrigali (Alameda sailmaker, sought-after driver and champion of many one design and handicap races) — Jeff remembers being 3 or 4 years old when his father Joe bought an 11-ft wooden sailing dinghy and taught himself how to sail on San Francisco's Lake Merced. A year or so later, Joe moved up to a Rhodes 19 and joined the San Francisco YC. Jeff tagged along for the ride now and then, but didn't really apply himself to sailing until he was 8 and joined the club's junior program. The first few times he solo'ed in an 8ft El Toro, he didn't really understand what was going on, but he kept looking at the circular diagram with the different points of sail in his John Beery sailing book.

"About the fifth or sixth time out," he says, "it just hit me, and I understood how to get where I wanted to go."

Susie Madrigali (Jeff's wife and one of the Bay Area's leading woman skippe:s) — Susie's first memories of sailing reach back to riding on one of her dad's Star Boats. Jake Wosser owned several of these 22-foot racers, alternately naming them after his wife Ruth and



Above, Susie and Jeff Madrigali. Right, young Susie.

daughter Susan. He finally bought an IC and named it Rutsan after both of them. He also built his daughter an El Toro over in Sausalito,

the remains of which — a leaky hull and four sails — are still kicking around. Susie learned the basics in the dinghy, but began to get interested in racing the IC.

Unfortunately, young Susie's Sunday mornings had been mandated to Sunday school with the neighbors' children while her parents went sailing. Susie recalls lying in bed those mornings, waiting for the neighbors' car to pull out of their driveway. Only then would she get up and ask if she could go out on the Bay instead. Little argument could be found to use against her, and a lifelong avocation followed.

Warwick "Commodore" Tompkins (Mill Valley blue water sailor and racing veteran) — As his nickname (bestowed at about age 3) suggests, Commodore was born into sailing, literally, aboard his father's famous schooner Wanderbird, which was then berthed in Berkeley. In Commodore's early years, the ship was without a sailing dinghy, so Warwick Sr. rented one at nearby Aquatic Park. Commodore remembers capsizing one day and ruining one of his father's cameras.

Never one to let nautical obstacles stand in his way, Commodore set about converting a 13-ft clinker-built doublended rowboat that the family owned into a sailing vessel of sorts. With a broomstick for a mast, a sheet for a sail, sticks for the boom and gaff and the whole mess held aloft by manila rope, the 6-year-old would set



off from the mother ship. With no windward facility, he'd always ended up downwind and have to row back home. As the latter activity wasn't easy for the tyke, he'd often employ others, such as his Aunt Barbara, to come out for a sail and provide the upwind muscle.

Two other seminal elements of Commodore's sailing career were his time spent crewing for San Francisco's Bill Newman, and owning his first boat. The former was a "Manfred Curry fan," according to Commoore, and taught him about the scientific aspects

REMEMBERING THE



Steve 'Bone' Taft relaxes on the foredeck of 'Mongoose' prior to the '88 Manzanillo Race.

of sails and the wind. The latter was a 12-ft sloop that Commodore commissioned in 1956. The open, centerboard sloop received lavish attention, including a shiny paint job both inside and out.

"It didn't have a trace of non-skid anywhere," he says, "which made all the surfaces extremely slippery. Among other things, I learned how to stand up and move about on slick surfaces."

Jim Antrim (aka "the Wizard of El Sobrante," Jim is a designer, racer and sailing ombudsman) — Raised north of Boston in Nahant, Massachusetts, Jim recalls being trundled up in a life jacket and placed aboard his father's newly purchased 20-ft lapstrake

every tack, threatening to fill the hull and send father and son to a watery grave.

Jim doesn't recall that trip as much as the initial weekend cruise he took. It was the first time the young lad, a dedicated Irish Catholic, had missed mass. Even though the actual sailing seemed fun, the certainty that he would go straight to hell loomed heavy on his mind. Little did he realize, as the wind filled the sails and spray washed his face, that very Sunday his priest would keel over and die of a heart attack in the middle of the service.

"What a day to miss church!" say's Jim.

Other adventures, both sacred and profane, were yet to come. Dad Antrim bought Jim and his two brothers a 9-ft Turnabout catboat, which the boys raced in Nahant Harbor. A 15-ft Cape Cod Mercury followed. After a season racing intercollegiately at Webb Institute, Jim won the Mercury Nationals not once, but twice.

"After that I retired from Mercury racing," he says. "College sailing took me from being an okay sailor to a good one."

Jocelyn Nash (Point Richmond sailmaker, former national sailing champion [Mallory Cup and 110s] and veteran of four TransPacs) — It wasn't until she had reached her late teens that Jocelyn first went sailing, and several more years before she learning how to do it properly. One transformational moment came when she and her then-husband Gordon Nash took out the Mercury that he had built on 10th Street in Berkeley. Jocelyn remembers being so nervous that she had to hold onto his thigh with one hand while trying to steer with the other. At one point, Gordy announced that it was getting too windy and they'd have to take the jib down.

"It was at that point that I realized we were one person short," she says. "I was sure I couldn't sail the boat by myself if he went forward, and I sure as hell wasn't going up on



Carl Schumacher.

Myron Spaulding.

Jim Antrim.

sloop, circa 1956. Papa Antrim later wrote a magazine article about a sail up the coast with Jim, where the boat's aging planks opened on the foredeck!" From then on, she applied herself to becoming a proficient hand, no matter which end of the boat she was assigned



to.

With four children, the opportunities for continuing education in sailing weren't exactly abundant. Nevertheless, Jocelyn spent what spare time she had sailing El Toros, 110s and OK dinghies. She crossed her Rubicon — and the Pacific — in her first TransPac aboard Roy Elliott's 40-ft Pari Too. Her watchmate was George Schuldt, who used to call her 'Jasmine'.

"He was a fearless sailor," says Jocelyn. "And he wanted me to steer the boat under spinnaker in a breeze. This was a very windy year and he'd always encourage me to take the tiller. 'C'mon, Jasmine,' he'd say. So I really learned how to sail downwind before I got the hang of going upwind. I've always been thankful for George's help."

Myron Spaulding (Sausalito octogenarian boat builder, designer, racer and yard owner) — Boys will be boys, and when Myron got out of diapers there were plenty of adventures awaiting in turn-of-the-century Eureka, California. Among his favorites was rigging up little skiffs with poles and bedsheets, a la Mark Twain, and exploring little sloughs near town.

"They were nothing too technical," he says. At 7, Myron hooked into the sailing scene at the Sequoia YC. His craft of choice were 36-ft shallow-draft centerboarders. As he recalls,

the yachts were wide, flat and trussed up with

page 96

FIRST TIME



Inset, Lynn Wright today. Spread, Lynn, Dennis Conner and Robbie Laws, circa 1961.

braces. Concrete surrounded the centerboard case to keep the water out and the board in position.

After moving to San Francisco, Myron crewed on Walter Silver's Bird Boat Mavis, and in high school he built his own 16-footer. He went through five centerboards, finally building the sixth of steel. He also varied the rudder depth and removed the skeg in the original design. He would test his latest configuration by racing Dennis Jordan up and down the Cityfront after school each day. The lessons he learned with that boat formed the foundations for a lifetime of artistry in the sport.

Steve Taft (Alameda sailmaker, worldclass racer and tactician) - To an 8-year-old kid who'd just moved to Tiburon from Southern California, the San Francisco YC three doors down the road looked pretty interesting. The year was 1955 and Steve's dad bought him a \$60 El Toro to play with. His-first sail took place on the Belvedere Lagoon, where young Steve had a hard time figuring out what everything did.

"The rig was pretty complicated," he says. "And I had a few parts left over after I'd assembled it. Like two sticks that I just threw in the water because I didn't know where they

went. Of course, they were the battens and when I finally got out in some wind, the sail just flapped around."

Carl Schumacher (Alameda designer and veteran racer) — With a grandfather who sailed cargo ships around Cape Horn and an airline pilot father who was always building something, it's not hard to understand how young Carl developed an interest in boats. The particulars go something like this:

Paul Cayard.

volume entitled How to Build 20 Boats. Mother Schumacher bought it and pretty soon Father S was out in the back yard putting together a Bill Garden design. When launch day came, young Carl feared the boat would tip over, but he quickly overcame his trepidations. Soon, he and his siblings eagerly awaited the family weekends spent on board, sailing in Hurricane Gulch and spending Saturday night berthed in San Pedro.

On one cruise to Catalina, when Carl was 6, his Dad figured it was time to turn the youngster loose in the 8-ft Optimist dinghy that served as tender. Tying a painter to the bow, he let the boy sail back and forth, hauling him in when needed and lengthening the line as he got the hang of it. A year or so later, the family moved to Newport and joined the Balboa YC, and Carl enrolled in the club's highly touted junior program.

Paul Cayard (Native San Franciscan, Star world champion, and current Italian America's Cup syndicate skipper) — Sailing did not run in Paul's family, but a grade school friend of his used to go over to Oakland's Lake Merritt and Paul would tag along. As he grew to enjoy the sport, his mother Frances took lessons and his father Pierre located an old El Toro for little Paul to use. Soon thereafter, Pierre, who builds scenery for the San Francisco Opera, built a new El Toro for his son in the basement of their San Francisco home. In 1969, the Cayards switched their sailing to nearby Lake Merced. A few years later, Paul joined the St. Francis YC junior program, where one of his instructors was Australian John Bertrand - one of the skippers Paul may sail against in the 1992 America's Cup.

Paul points to two indicators that suggested sailing was going to be a major factor in his life.

"When I was a bad boy," he recalls, "my parents would threaten me with no sailing for the weekend. Later, when I was on the varsity high school basketball team, there were a few weekends I missed practice to go sailing. Sailing

Jocelyn Nash.



The Schumachers lived in Los Angeles in the early 1950s and one day a magazine salesman came to the door. Among his wares was a

Jim Linderman.



was just something I grew into."

Lynn Wright (Richmond sailmaker, veteran dinghy champion and current Express 37

FIRST TIME

sailor) — As a San Diego junior sailor, Lynn had the distinction of being one of the few who could beat a tall, skinny kid named Dennis Conner. The two grew up in the same fleet and went to the same junior and senior high school, and then both went to San Diego State and cocaptained the school's team at the intercollegiate North American championships.

But let's back up a bit. Lynn grew up on Point Loma, the western terminus of San Diego. Her family belonged to the San Diego YC, where Lynn fell in love with both the water and sailboats. Patiently, she wandered the docks hoping someone would ask her to join them, but being a girl, it took some time before anyone got the idea. Pat Stadel, another woman who was sailing the 16-ft Starlet keelboats (which served as trainers for the 22-ft Star class) at the time, eventually befriended Lynn and showed her the ropes. From there, Lynn couldn't be stopped. She went on to teach other juniors for 13 years at SDYC and started their Sabot junior fleet.

Jim Linderman (Sausalito boat builder and blue-water sailor) — Part of five generations of Lindermans who have made sailing and the sea their lives, Jim says his father got him in the swing early.

"When I was six weeks old," he says, "my old man put me in a wicker basket and hauled me up the mast of Te Vega, a 145-ft topmast schooner. That was at Treasure Island sometime in 1942."

Salt water runs through the Linderman



veins. Jim's grandfather Fred owned a dozen lumber schooners and other ships. Young Jim went out with his father often, and sailed his



Bill Twist drives 'Blade Runner' downwind in the 1990 Big Boat Series.

own El Toro on the Oakland Estuary. In high school, the youngster raced on a 30-footer, and after graduation joined the crew of Sterling Hayden's 100-ft schooner Wanderer for a voyage to the South Pacific, the first of many ocean adventures.

"Sailing is all I know," he says simply.

Bill Twist (veteran San Francisco Bay and ocean racer) - Forty-five years ago, the youngsters in Newport Beach all sailed a 12ft catboat called the Snowbird. Juniors could compete in the class until they turned 16, and the boats had to carry both a skipper and crew. As the young teenagers got older and bigger, they searched out smaller and lighter companions to meet that requirement. At the tender age of 3, young Bill received the call. His mother bundled him up in a life jacket and the skipper gave him a supply of comic books, with which he amused himself in the bilge while the races took place.

"I learned more about the language of sailing — especially how to swear — than I did about sailing," he recalls.

After three years of bilge duty, Bill received an Interclub dinghy from his grandfather. His father would push the youngster off from the dock in front of their house. He messed about, invariably ending up downwind of homeport and being unable to get back. After two trips in a rowboat to retrieve his offspring, Mr. Twist Sr. explained the ground rules.

"He told me that he wasn't going to come and get me anymore," says Bill. "He pointed to the west, which is where the wind most often came from, and told me to go that way first. I learned that by going upwind first, I could always get back home."

Bill Lee (Santa Cruz designer and boat

builder, TransPac veteran and one of the founders of the ultralight displacement school of yacht building) — When Bill's family moved from inland to Newport Beach in 1955, the 11year-old took an immediate interest in sailing. His uncle Fred took Bill out on a Geary 18, which was then simply called a 'Flattie'. A Balboa dinghy, with a high peak gaff rig and leeboard, followed soon after. It was a gift from Bill's grandmother, and he used it to explore every nook and cranny of Newport Harbor.

In 1958, Bill joined the Sea Scouts and enjoyed sailing their 65-ft schooner Kelpie.

"Most Sea Scout groups had these old World War II powerboats in their care," says Bill. "A month before I joined, my unit sold theirs and purchased a pair of Lehman 10 dinghies. The next thing I knew, I was a sailing

John Kostecki (San Francisco Olympic silver medalist, winning driver on just about any boat he touches) (see photo in Race Sheet) — In the '60s, while still preverbal, John began sailing with his father and mother on a Lido 14. His memory of that boat is dim, however, except for the recollection of learning to say "More! More!" as soon as the boat hit the water. A year later, Jack Kos-tecki sold the boat (which by then had been named More! More!) and moved up to a Cal 20. Still just a toddler. John spent most of his time below while Mom and Dad raced in the YRA series. Never one to spend his time idly, he remembers that he always positioned him-self as high to windward as he could get. "Sort of 'hiking in' rather than 'hiking out'," he says.

Before long, John got his own yacht, an 8ft El Toro that he loved to sail by himself. Jack enrolled his son in the Richmond YC junior program around 1970 or '71, and the rest is

nautical history.

— shimon van collie

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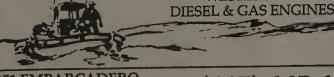
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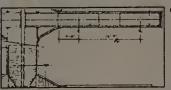
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WATER SAMPLE SURVEY:

Since Latitude's November request that Sausalito boatowners contribute \$10 so that we may conduct independent studies on water quality in recreational marinas (none have been done in nearly a decade), we're delighted to report that we've received over \$2,150. With Latitude matching the first \$500, that means we've got a fund over \$2,600 to work with.

You may recall that the impetus for marina water samples is to see whether or not local government proposals to seal head thruhulls — at the expense of boatowners — make any sense. If the water samples show that waste from vessel heads has caused marina water pollution to exceed limits for water contact sports, we're going to back off on our objections. But if the water samples are within state guidelines, we're going to fight the proposed 'fix-it-even-if-it's-not-broken' legislation.

But let's all be clear on the concept and our responsibilities here. No matter what the water samples might show, it's the obligation of each and every one of us to limit our pollution to the absolute minimum. If you're on a boat in a marina and you've got to take a dump, use the proper shoreside facility. Frankly, we're confident almost all of us do.

What should you do if you see someone else pumping logs into marina water? We wouldn't call the police, but we'd let that person know that it's against the law and that you object. It's the right thing to do. Furthermore, it's better that we police ourselves rather live under a low-grade police state.

With the distractions caused by the holidays and the beginning of the Gulf War now out of the way, we hope to move forward with the water samples as soon as possible. We'll keep you informed. And by the way, it's not too late to send in your \$10.

Along with the contributions — which incidentally have come from all over the Bay, the state and the country(!) — came comments on the situation. We thought it was important that we share some with you:

believe that every boater wants to find a solution to the [possible pollution] problem. We just need to find one that makes sense and is realistic. So let's support the research to find a solution rather than policing the problem. Thanks for leading the way."

- K. Burns, Sausalito.

"Great idea. Maybe we can beat these assholes at their own game."

- Steve Virello, Sausalito Yacht Hbr

"Let me know if I can help on the head deal. I really think it stinks."

- Hank Easom, Sausalito

"Thanks for your support."

- H. Sommer, Schooner Wander Bird

"Good for you-all. Keep up the good work. As I 'read' it, some folks seem to be

Experts say as much as 80% of Bay pollution comes from street runoff.

more interested in personal gain [than solving the possible problem]."

- Bill Lose, Sausalito

"Although I don't berth my boat in Sausalito, I've enclosed a check for \$10. I believe it's an important issue for all of us [boatowners] to fight for. P.S. I'm glad to see you have a somewhat skeptical view of Mike Herz and BayKeeper. I thought I was a minority of one."

[Name misplaced]

"Enclosed is my check. If there's any money left I suggest you take samples downstream of the Mill Valley sewer plant and at the water fowl refuge at Strawberry Point. I left Marin County in 1975 and moved to Benicia because of all the crap going on back there."

— Dan Sanders, Benicia

"The possible legislation is stupid. Thanks for getting involved."

- Dewey Hines, Sausalito.

"Hope your water sample project is successful." — James Barlett, Palo Alto.

"Hopefully your effort will lead to a more factual and intelligent appraisal of the location and need for and regulation of 'No Discharge' areas. Such a rational approach has not been present in the past and it seems that most of the emphasis has been placed on an area where the need is the least."

- Robert Hoffman, Redwood City

"Good job, I wish I could send more than the \$50."

- Peter English, San Francisco

"Enclosed is my donation for your water sample study. It's a great idea and well worth supporting. Thanks for the leadership."

- Scott Cauchois, Piedmont

"Enclosed is \$10 for the 'head cause'." However, don't return the check if you don't use it as we think you've got one of the best publications in boating. It's the one magazine I read cover to cover — and have for many years."

— Walt & Gayle Corbin,

CT 48 Anna II, Sausalito

"It seems that Pogo is right; 'We have met the enemy and he is us.' Thanks for taking the battle on." — Don Durant, Club Nautique, Alameda and Sausalito.

"Three cheers for your attempt at keeping bureaucracies off our backs and out of our vessels' heads. I'm an Oregon/Washington sailor, but if you can pull this off, it will be a shining example for all of us since Sausalito and the Bay Area don't have a monopoly on hydroheaded overbearing bureaucratic monsters."

— Raymond Bemhardt,

Chiloquin, Oregon

"May fairness prevail with regard to the Richardson Bay water quality brouhaha."

— Erik, Gaviota, Cape North 43, Sausalito

"We are Sausalito liveaboards and for the very reasons you enumerated in your article, find the prospect of sealed thru-hulls to be both ridiculous and fascist — the two often go together, no? Two things we might add: 1. We have always been very careful about not using our toilets in the marina in order to help keep the water clean; yet on our way to the parking lot, we usually pass two or three dog turds which invariably get hosed into the water sometime during the day. Secondly, my husband is from Northern Europe and not afraid of cold water. He regularly swims off our slip in the summer and has never developed any disease from the sullied waters of Sausalito. If the sealed thru-hull ordinance goes passes, I for one will not hesitate to stop going up to the toilets and start using the old bucket. It seems absolutely absurd for the city to go to all that trouble and expense to inconvenience boatowners when dogs have a free run of the Bay for their needs. What is the city going to do, put seals on dogs - or get around to enforcing the ordinance about pooper-scoopers that everyone seems to ignore? For obvious reasons, cash our cheque, but don't print our names if you publish our letter." <

- Boat (not dog) owners, Sausalito

"After reading your article and an article in

CONTRIBUTOR COMMENTS

the October SSCA Bulletin by Philip Hodes of Riviera Beach, Florida, we see that mariners aren't safe from political piracy anywhere! Hodes writes about our right to use Federal Waters — as per Admiralty Law of 1789 — being frequently usurped. We, like so many others, are 'getting ready to leave' but hope to come home some day."

— Tom and Shirl, Harmony, Redwood City

"I apologize if my check is a little late, but third class mail from San Diego seems to take awhile. I realize that you were asking the boatowners in Sausalito to '. . . put up or shut-up . . .', but I've found that one of the corollaries to 'Shit happens' is 'Shit spreads'. Please stop the thru-hull fee idea in Sausalito so we don't have to fight it if it spreads down here."

— Rick Tronbull,

Exchequer, San Diego

"This is too important to leave to chance. If you get enough money, you can return some of mine. Depending on the timing, I may be able to appear at hearings. You're right, this is 'stupid government' — and I don't even own a boat right now."

J.B. McGuire, Sausalito

"Although my boat is not moored in Sausalito, I am happy to contribute to this cause since its resolution will inevitably impact all boaters on the Bay."

- Paul Behnken, Alameda

"I'm not a resident of Marin County, but I want to help, so I've enclosed my \$10. I particularly appreciated your reply to the December letters: How the Conscientious Might Help, from John Chille, and Right In Your Own Backyard from Ole Olson. I also liked your "Sightings" article, Intelligence Is A Terrible Thing To Waste."

- Nils Andersson, Pacheco

"Good luck in this research — you're right on target!" — Kevin, Sausalito

"Consider mine a donation from a brother down south. I have lived aboard my CT-41 for over 11 years from Seattle to San Diego and have been following events in the Bay Area regarding liveaboards. I am currently living in Wilmington (L.A. Harbor) between San Pedro and Long Beach. Needless to say, there are all kinds of strange things happening with the bureaucrats down here."

- Mike Quandt

"Include my \$10 in your fund to test the water quality of Richardson Bay for the

upcoming fight with our faithful government servants. I would also like to describe a recent incident that accurately portrays the insufferable attitudes of many who complain about those of us who live and sail upon the Bay. Last November, while cleaning below and above decks on a sunny Saturday morning, I noticed a passing stranger walking first toward the end of our marina, and then as he walked back, approach the side of our boat. I was just coming up the companionway at the time, and found the stranger urinating against the side of my boat. I raised my voice, the neighbors looked around, and this stranger, still gripping his you know what, says 'Do you have holding tanks?' And there is the issue. The obscene display of any passing stranger can be obscured with debate over the privacy of my home. That fact is that I have two holding tanks and the old blankety-blank beat a hasty retreat off the dock. With a new governor, now is the time to seek some representation on existing government boards. With that in mind, I volunteer to be appointed to a BCDC seat. Who am I? Perhaps not the right person for the job, although I live on a sailboat in Sausalito and care enough to make a difference."

- Kris Hager, Celebration, Sausalito

"Enclosed is my contribution; thanks for taking it on. I have the Passport 42 Inspiration berthed at Schoonmaker Point. M.T. Head services my boat twice a month and has been great. I had a problem or two in the beginning, but they responded to them promptly and efficiently."

- Andy Garrison, Sausalito

It's the obligation
of each of us to
keep our pollution
to an absolute
minimum

"Thanks for keeping us up to date on the Richardson Bay water quality mess and for representing our interests. Hope your plan works."

— Chuck Eaton,

Allegro, Pilot 35

"Operating under the 'small world'

concept, it's as important to us in Morro Bay as it is to you all that the water samples study be funded. Hope my contribution will help, albeit in a small way, to further the, to further the effort."

— Carrie Carr, Morro Bay

"Enclosed is a \$25 check for water sampling. I sold my boat in April of this year and didn't keep it in Sausalito during the five years I owned her. But I'll still chip in for some sampling to help fight repressive ordinances. If you collect extra money, you might consider a campaign to sample water on a continuing basis. This might prove how the water quality deteriorates after a rain (if we ever get any more) or even changes during a weekend of good weather when there is increased recreational boating. Go get 'em!"

— Gary Thomas, ex-owner of Atea, Hardin 45. Los Altos

"As an interested Southern California sailor who visits Northern California, I would like to express my support for your testing efforts in your harbors. I would also like to support your attitude that opposes bureaucratic inefficiencies. I, too, feel the recreational boater can accomplish much if pointed in the right direction."

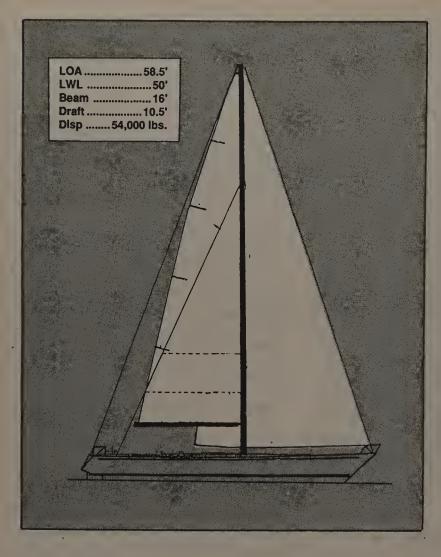
— Kevin Connelly, Connelly Sails, Santa Barbara

"When we finish with our cruising and settle back down to 'real life', we'll move back into our Strawberry Point (Mill Valley) waterfront home (which is now rented to help pay the cruising bills). And we confidently expect the annual sewage line breakdown and overflows to continue. The Richardson Bay Sanitary District line runs under our backyard, which is also honored by an inspection manhole. The line is old and gets plugged up at least once a year. When this happens, raw sewage flows out of the manhole and into Richardson Bay. The Sanitary District gets a call, and eventually a piece of equipment that looks like a giant roto-rooter arrives to unblock the line. If 'eventually' begins to exceed my patience, I call and threaten to report it to the local newspaper. This usually gets a rapid response! Nonetheless, each blockage sends hundreds of gallons of raw sewage straight into Richardson Bay. Boat holding tanks supported by convenient pump-out stations are a good idea, but the BCDC and others should concentrate their efforts on the major problems caused by obsolete and inefficient municipal sewage treatment."

— Alexander Grieve, Incline Village, Nevada

"Here's our contribution. Go for it! We live aboard in Alameda and this affects us all!"

- Joe & Patricia Blackshaw



SWIFTSURE

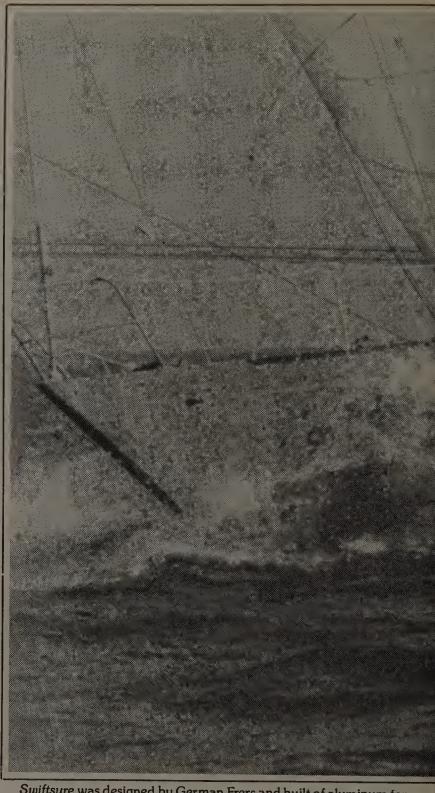
Dateline — July, 1982: Three days out of Hawaii, the big swells and squally weather spun off a dying hurricane far to the south catch up to the Kauai Yacht Race fleet. Southerly winds are in the 30 to 35-knot range with gusts nearing 50. Sy Kleinman's 58-ft Swiftsure, built for the light to moderate breezes of coastal California and Mexico, has become a 16-knot juggernaut on the razor's edge of control. At 2 a.m., watch captain Mike Rettie climbs topside, intending to call for a spinnaker takedown. Before he can get the words out, a 45-knot squall howls out of the darkness and the bow swings to windward. In the process of saving the boat from a round-up, the helmsman overcorrects, and every racer's nightmare becomes a reality — in pitch darkness, Swiftsure goes into a heavy-air round down.

Crash, bang, wham! The formerly windward starboard rail goes under, way under, burying the primary winches and owner Kleinman in Pacific foam. The boom yanks its preventer loose and slashes across the boat, luckily missing everybody in both the mid and aft cockpits. Down below, people and stored items careen out of bunks and lockers.

When the boat comes up, it's a mess. Lines lie in tangled blobs or trail off into the water. The spinnaker pole has pulled out its mast-end fittings and dances around the foredeck like some half-lit Scud missile. Amazingly, however, the flogging spinnaker has survived the dunking intact. So does Sy, whom everyone now spots as he hauls himself back aboard through the starboard lifelines. He'd gone completely off the boat, but had luckily stayed attached via his safety harness. Unluckily, the line he'd grabbed just before going under was the spinnaker sheet. When it ran, it tore up both palms pretty good.

The spinnaker is struck, and a damage control survey reveals a small crack in the 80-ft aluminum mast where it goes through the deck. Deemed serious enough not to reset a spinnaker, Swiftsure completes the course under blast reacher and poled-out blooper, and still ends up second to finish (only 33 hours behind Merlin) and first in class on corrected time.

Wow! Varsity racing at its best — but hardly anyplace for a novice. Beginners have been scared permanently away from sailing by experiences half as gnarly. What makes this episode all the more remarkable is that it was Kleinman's second race ever — and he loved it.



Swiftsure was designed by German Frers and built of aluminum for Nicholas Frazee at Eichenlaub's San Diego yard in 1977. The story goes that Frazee owned part of the yard at the time, and that the boat went through three mahogany interiors and a year for the finish joinery alone before he was satisfied. Though the arrangement is more or less standard race boat — huge salon, compact but efficient galley capable of feeding a hungry crew of 18 three squares a day, two heads, owner's cabin, nav station (located adjacent to the portside 'racing windows') and no-nonsense forepeak (for sail and line storage) — the execution is anything but standard. Even today, 14 years hence, it is nothing short of breathtaking. "It's like being inside a piano," says Bob Klein, Swiftsure's tactician when he's not sailing his own Peterson 40, Leading Lady. "After being below on this boat, you can look inside a Swan and sneer."

A couple other changes Frazee decided on were adding 12 feet to the rig and teak to the decks, which threw the design trim off by miles. The result was a boat so tender at its launching that Carl Eichenlaub is supposed to have offered Frazee two choices: "More ballast or pontoons on the spreaders."

However roundabout her finished form, Swiftsure was state of the IOR art when she hit the racing circuit in 1978. And she soon began proving it. In the two years Frazee campaigned the boat, she raced SORC in Florida, Long Beach Race Week, took fifth in the nearly windless '79 TransPac and first and second in division, respectively, in



the '78 and '79 Big Boat Series.

Kleinman entered the picture in 1980. At 59, having built Capitol Ford in San Jose into one of the top Ford dealerships in the country, Sy (nudged by wife Phyllis) was looking for a recreational outlet for his considerable energies. He went for a sail on a friend's boat and became hooked instantly.

"But at that stage in life, I couldn't screw around with a small boat," says Sy, alluding to the way most big boat owners come up through the ranks. He figured on beginning his sailing career on something in the 40-ft range, but Charlie Reed had other plans. Charlie dragged him down to San Diego to look at Swiftsure. Though the lean, mean, flush-decker with her distinctive blue paint job was bigger and pricier than Sy had figured on, the chemistry between man and boat was bigger than the both of them. Sy bought her the next week.

It's hard for the average person to appreciate the commitment of such a venture. Imagine thinking you'd like to learn to fly — then going out and buying a B-52 to do it in. Sy had no experience, no crew, and little clue of what to do next. Arriving in San Francisco, neither he nor the boat were taken seriously by many of the Bay sailing elite. Little by little, however, the determined Kleinman started hooking up with some good people, notably Jim DeWitt, Mike Rettie, Bob Klein, Paul Kamen and a few others, who formed the nucleus of crew that has remained loyal to Swiftsure to this day.

And the naysayers have long since been silenced. Since she arrived

on the Bay, Swiftsure has become one of the best-known and most consistently raced of all Northern California (and West Coast) boats. She's been to Hawaii five times, Mexico twice, Catalina once. She's done a MEXORC, two Clipper Cups and, with the exception of 1989 (when she was on the hard for refit), every Big Boat Series since 1978. And though built for ocean racing, she's competed in more around-the-buoys contests in the Bay than some one design fleets.

Highlights of her long career are many, but any list would have to include Dennis Conner's stint at the helm in the '81 BBS. Fresh off an America's Cup win (and two years before the 1983 Australia II debacle), Conner's appearance was as big a surprise for the 'Swifty' crew as for their competitors.

"We were all sitting around talking about Big Boat Series one night when I said to Sy, 'Why don't you get Conner to steer?" says Mike Rettie. "I was joking, of course, but the next thing we knew, there he was. Sy just called him up and asked!" In a hard-sailed series, Swiftsure took all the guns that year, but DC couldn't quite snatch victory from the jaws of a new 50-footer named Great Fun, and Swiftsure had to settle for second.

Crew like Paul Kamen, who then did mainsheet and is now Swift-sure's navigator, remember being awed by Conner's expertise on the race course — and by a few unorthodox moves, like handing the wheel over to a surprised Phyllis Kleinman, who Conner coached through a leg of the race. (Though she only comes along on daysails these days,



Phyllis remains the undisputed matriarch of the Swiftsure 'family'.)

Besides Klein, Kamen, Rettie and DeWitt, regular crew over the years has included Dave Kettenhoffen, Jocelyn Nash, Scott and Rudy Poe, Tom Brown, Jim Walton, Chick Hudson, Bob 'Jabba' Casparian and 'Rollin' Joe' Guthrie (so nicknamed because he was steering when Swifty did the big crash-and-burn that opened this article). In addition to crewing, Joe has had the rather enviable job of being Swiftsure's caretaker for the last few years. Rounding out the complement along the way has been the usual cast of thousands. In fact, sailing aboard Swiftsure has become something of a rite of passage among Bay Area

racers over the last decade. (At least, most of the people we know have sailed on Swifty at one time or another.) The boat's normal complement on an ocean race is 12. For a Big Boat Series, she's taken as many as 20.

No one quite remembers when 'Sy's Place' became the unofficial nickname for the boat, but quite a tradition has arisen around the moniker over the years. Among other things, it requires that the crew add several new verses to an ongoing ballad after every major race—and then sing them to the skipper at the next crew dinner. Usually crooned to the tune of "Downtown" or "Margaritaville", one of the more



sleeving job remained suspect throughout the series. (With a new more permanent sleeve, the boat still carries her original stick.) But Murphy was working overtime that year, and everything else that could go wrong did. Phyllis went on an early race and broke her toe. During a spinnaker takedown on the same race, Dave Kettenhoffen turned into a human burrito, getting so wrapped up in the flailing chute that it took nearly an hour to cut him free. In the first triangle race, point-man John Hewitt got swept into a spinnaker pole chock which opened his leg to the bone, forcing a DNF. Two hours into the next event, the Molokai race, replacement point-man Gary Edwards got swept into the same chock and broke his leg. Another DNF. (After that, the chock was moved out to the rail.) But the capper had to be the cook they picked up off the beach just before the Around the State Race. The first night out, all but two or three of the crew came down with food poisoning.

"For the next 17 hours, there were 14 people hanging over the rail puking," says Sy. Needless to say, Swiftsure ended up well down in the Clipper Cup 'food chain' that year. No pun intended.

The biggest adrenalin rush aboard the boat probably came five years later when Swiftsure hit her all-time highest speed, 18.5 knots, roaring down the Molokai Channel in the home stretch of the '87 TransPac. "It was like doing 200 miles an hour down the Bayshore in an 18 wheeler," says Sy.

In a sense, the rise and fall of IOR can be traced by Swiftsure's placings in races over the years. Hitting her peak in the early '80s, the big blue boat dropped slowly but surely down into the double digits toward the end of the decade. By the '87 BBS, the writing was on the wall. Despite her grandfathered IOR rating of 43 feet and change (down from 47), it was painfully apparent that Swiftsure was well off the pace. If Sy sensed it, though, he didn't let on — at least until the last race. Before it began, he announced to the crew, "I don't care if we end up in last place overall, I want to win at least one race."

He took the wheel and the battle was joined. Paul Kamen picks up the story on the first beat to Crissy.

"It was a late ebb/early flood. We decided to take a flyer over to Pt. Blunt while the rest of the fleet sailed up the Cityfront. And it worked: we rounded Crissy ahead of everybody. Our spinnaker set was good, and everything went well until we started closing in on YRA #8. The rounding was supposed to be to starboard, and we needed to jibe from a broad to a beam reach. But as we started to turn and the pole was made on the new side, we spun out and came up heading right straight at this 10-ton channel marker.

"I looked at Dave Kettenhoffen, who was BMW at the time, and could see he was thinking it would take the next five years of his life to fix all the damage that was about to occur. At the last second, we slid by a few feet to port unscathed, but our spinnaker sheet caught around the buoy. The boat slowed to a stop and leaned over, the buoy leaned over and everybody held their breath to see what was going to break. Then the line skooched up the buoy about a foot, then another foot, and another until it got to the very top and stuck just below the lens. Then BANG, the light tore off the top of the buoy and went sailing through the air and into the water. We went on to finish and the Coast Guard was calling Sy 'cowboy' for the next month. He loved it."

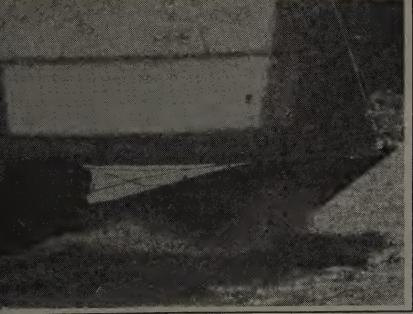
After a lackluster showing in the '88 BBS, Swiftsure's IOR racing days were over. There was some talk of getting into another boat, a 50-footer or maybe a sled. But instead of putting Swiftsure out to pasture in some brokerage backwater, Sy had her pulled out at Svendsen's for 14 months of the most extensive refitting we've seen in recent years, including a completely new teak deck. Back in the water in time for the Stone Cup this past May, she was looking better than new — and apparently feeling it, too. She took third in that regatta, and first in August's new Second Season Opener Race.

New life for the old thoroughbred came in the form of the IMS rating rule, which treats Swiftsure more kindly than the IOR ever did. That was brought home nowhere more convincingly than in the 1990 Big Boat Series, where the big blue sloop won her second City of San Francisco Trophy in 11 years — and the first under Sy's ownership.

As Kleinman enters his seventh decade and Swiftsure her third, it's nice to know that Sy's Place is once again 'open for business.'

— latitude/jr





recent verses goes like this: Sailing away to Margaritaville; all of us are wet and crusted with salt; Some people claim that there's windshift to blame; But I know, it's the sailmaker's (or navigator's, etc.) fault. . . .

Perhaps Swiftsure's most memorable year — for highs and lows — was 1982. Coming off the high of a class win in the Kauai Yacht Race (now the Pacfic Cup), Sy and company went into the biggest (75 boats), baddest (7 masts were lost) and many still say best Pacific Ocean racing series of all time: the 1982 Pan American Clipper Cup.

Unfortunately, Swiftsure only got as far as "baddest" and went down from there. No, they didn't lose that cracked mast, though the hasty

Sleep the boat!" shouted the skipper.
"Sleep the boat!"

My two friends, inexperienced crew that I had been allowed to bring aboard for this race, looked at me in total confusion.

"He means move to the low side," I whispered as I gestured to the leeward side of the boat. "But move slowly."

They crept to the leeward side of the cabin trunk, alternately looking at each other and the skipper with more than a little bit of skepticism.

"They never used that expression in our classes," one of them remarked.

My friends, actually a business associate and her husband, had just completed an intermediate sailing class at one of the better commercial sailing schools. They were learning quickly and had lots of enthusiasm; I was happy to be able to get them out on a 'real' race boat skippered by one of the best local sailors.

"It's idiosyncratic," I answered, not sure if I wasn't coining a new usage on the spot. "This skipper has a whole vocabulary of his own."

"Ease the ooker," the skipper requested, as if on cue. "And crack me a little. I think I see a knock up ahead, so I'm going to sail it fat until we flop."

"Huh?"

"Ooker' means cunningham," I explained.
"Derived from the word 'hook' or 'hooker," added the jib trimmer crew as he

cellaneous jobs, including a cunningham-like function. But old farts like our skipper still call it an 'ooker.'"

"Makes sense," he said. "But why do we sail fat to a knock if we're going to flop?"

"It's the old rule of thumb: 'foot to the

"Give me some leach -- and some smart pig!"

"'Sailing fat' just means going low and fast, the opposite of pinching," I said.

"Oh, you mean footing," said my friend's husband, showing that he had studied his racing lessons carefully the night before.

"Right, but footing can sometimes refer separately to boatspeed instead of the combination of boatspeed and pointing angle, as in 'pointing high and footing fast.' So 'sail it fat' is actually more precise, as long as everyone else on the boat knows what you mean."

Meanwhile, his wife had taken a small book out of the pocket of her foulies, and was flipping through the pages.

"I'm guessing that a knock is a header, but what's a flop?"

"Flop' means tack."

headers," I said. "I think I could show you why it's faster if we had some graph paper and drafting equipment."

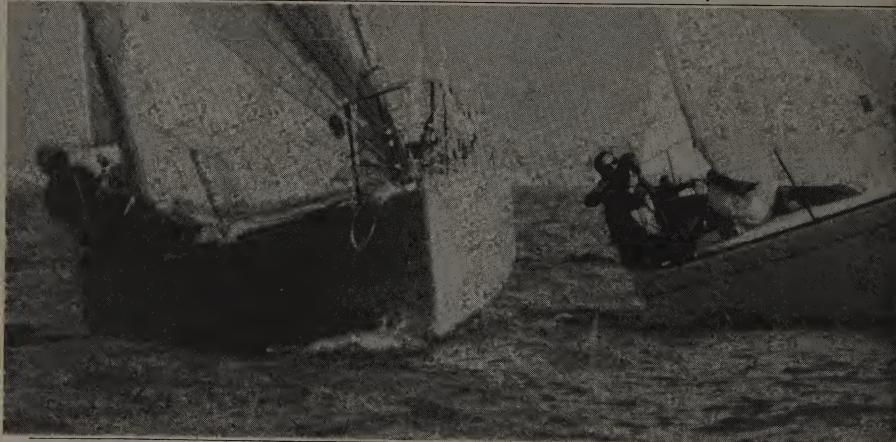
I was about to explain 'crack me a little,' but we the skipper's interrupted with "Stand by!"

"That means 'ready about," I translated.

"Three . . . Two . . . One . . . Go!"
"Hard-a-lee," I said, and we all scrambled to the new leeward side of the boat.

We lost a lot of momentum during the tack, but in a minute or so we were back up to speed and lifted nicely on the competition.

"Now we're making trees," said the trimmer. The woman flipped through several pages of her book before complaining that either her dictionary was hopelessly obsolete, or we were all from another planet.



slowly moved within reach of the control and made the adjustment. "The 'cunningham hole' as we know it wasn't invented until 1958, by Briggs Cunningham during an America's Cup effort. Before that, sailors would sometimes use a tackle with a hook at one end to perform mis-

"The verb, not the noun," interjected the foredeck crew.

"The verb referring to course changing rather than the verb referring to sail attachment," added the jib trimmer,

"Yes," I said, "to flop is to tack the boat."

Sleeping the boat — in light air it helps maintain optimum heel angle.

To which our foredeck crew made some erie science-fiction movie noises, and pointed out how similar they were to a bosun's whistle.

WORDS TO LIVE BY

"When was that book published?" I asked. "1988!" she said. "You'd think it would be sufficiently up-to-date to have all this terminology in it."

"See if it has 'cunningham'," suggested her husband. Meanwhile, the jib trimmer attempted to explain the etymology of 'making trees.'

"When we raced on the lakes back east," he said, "we'd judge the change in bearing of another boat by how the shoreline appeared to be moving behind it. If you're going faster than a boat on a roughly parallel course, then trees begin to come into view in front of their bow. Hence, 'making trees."

"Cunningham's in here, all right."

"Only took 30 years," joked the foredeck rew.

Our tack turned out to be an extremely good move. The breeze continued to lift and build, while the boats on the other side of the course were almost totally becalmed.

"Look at that hole," said the jib trimmer, pointing for the benefit of the two neophytes.

"Real parking lot," added the foredeck crew.
"Bet most of that fleet is looking at goose eggs
on the fun meter."

The skipper began to call for mainsail adjustments, so I left my friends to figure out



that last bit of jargon for themselves.

"Drop trav and give me some leach," he asked. "And some smart pig!"

"Smart pig!" he yelled again at my friend, who was sitting closest to the mast.

"He means the ooker!" I translated. "Pull



Tripping the square pig over the hot stick — or something like that.

that red line in front of you."

She pulled the red line which made the necessary adjustment. "Oh, now I get it. Smart pig. . . 'cunning ham.' Cute."

"That's another one you won't find in the dictionary," I said as I resumed my position next to her on the leeward rail.

Meanwhile, the foredeck crew had the spinnaker on deck, starting the hook-up.

"Which side?" he asked the afterguard.
"We'll set port pole, even though I think most of
the next leg will be starboard jibe."

"So starboard jibe is the opposite of starboard tack?" asked my friend's husband.

"No, it's the same. We're going to set the chute on port tack, which is referred to as 'port pole' because the spinnaker pole goes on the port side, which is also the same as port jibe."

"Make sure the starboard twing is slack," called the foredeck crew from the bow as we approached the mark.

be amazed if it's in the dictionary, though."

The mark was getting closer all the time, and I thought we should all be in our positions for the rounding.

"Does everybody know what they're doing?" I said.

"Just grab a string and pull it!" said the skipper.

"String?" questioned the new racer. "I thought they were always called lines!"

"Another discrepancy between academia and the real world," laughed the trimmer as he moved to the mast in preparation for the spinnaker set. "I bet they didn't tell you how to 'jump a halyard' either!"

But we were a little shy of the layline, and for a minute it looked as though we might have to do two more tacks.

"Pinchy-winchy!" shouted the skipper, and we trimmed in for maximum pointing angle.

"No backwind! I'm going to shoot it." he announced, and skillfully brought the boat up almost to head to wind, then swung the stern away from the mark just before the current could bring us in contact with it.

"Send it!" he yelled, and the sail started up. Before the spinnaker had even reached the masthead the jib was on its way down, and the spinnaker finally filled with air just as the foredeck crew was re-leading the head of the jib through the headfoil pre-feeder.

"Overhaul the port jib halyard," he called back to my friends, who, in the process of staying out of the way, had moved over to the jib halyard winch.

"Overhaul?" they asked.

"That means take up slack!" said the foredeck crew.

But they only heard the word 'slack,' and tried to loosen the sagging halyard even more.

"No, take up slack!" said the trimmer. "That's why we use the word 'overhaul' instead of 'take up slack," he explained after the halyard was finally pulled snug. "People always hear it wrong. Kind of like 'larboard' and starboard in the 18th century.

"Should I also give the jib halyard a lube job and a tune-up?" asked the new racer.

"Crack me a little. I'm going to sail it fat until we flop."

I waited for my friend to pull out her dictionary again and search for the new word.

"Okay, I give up," she said. "What the hell's a 'twing'?"

"That blue line over there. Just make sure it's not cleated."

"On some boats they call them 'tweakers,' or even 'tweeters,'" added the jib trimmer. "I'll

In a few minutes it was time to jibe, but this time I had my crew coached in advance for the non-textbook jargon. They were ready for the commands 'square back' and 'trip,' and understood 'made.' But once we were established on the new jibe, the skipper announced we were going to 'hot it up' for more speed.

"I can understand 'heat it up' to mean 'sail a

MAX EBB — WORDS TO LIVE BY

higher and faster reach,' but why does the jargon have to be ungrammatical?"

I could only shrug at this one. And there was no time to guess an explanation, because our higher course was causing us to converge with another boat to windward.

"Watch this," said our skipper. "He probably knows we have rights as leeward boat — but not that we'll luff just as we get close."

"You're in for a real treat," I said to my guests.

trimmer as we came within a few feet of the other boat, then altered course to windward by 20 degrees.

They responded as best they could. Winches spun, crew yelled and nylon flogged on both boats. Then we broke off the luff.

"Flag'em!" said the skipper, taking a protest flag out of his pocket and passing it to one of the cockpit crew to attach to the backstay.

The other boat dutifully doused their chute and started a 720°.

"Luff'em and leave'em," said the skipper with a big grin.

"That was dirty!" exclaimed my business

associate.

"It's okay," I reassured her. "He's good pals with the skipper of that other boat. Might think

initially under a lot of load. Don't worry about 'spiking the tack,' that's not your department."

The rounding came off almost as planned.

"Luff 'em and leave 'em," said the skipper with a grin.

twice before doing that to a stranger, though, especially in a midwinter race."

Eventually we got to the leeward mark, where we would for the first time actually need all the hands on board. My friend was a gatherer, and her husband was in charge of letting the spinnaker halyard down.

"The foredeck crew is going to spike the tack," I explained, "and then it's up to you to burn the spinny halyard."

"Burn?"

"That means let it run free," explained the jib trimmer. "Only applicable to a line that's

Even though the wind had come up, we carried the chute right up until we were practically overlapped with the mark. The douse was clean, but the jib was slow getting trimmed in.

"Wind it up!" was the order as we came up to close hauled. "Buns out. . . think heavy!"

Another effect of the wind filling in on the downwind leg, though, was that the boats that were once well behind had now almost caught up to us.

"They're gonna tack to clear their air," advised the mainsheet trimmer, watching the boat that rounded just behind us in our wake.

"We'll flop too when they're committed. I want to sit on his face. Stand by."

"They're going . . ."

"Down and dirty!"

We scrambled through the tack, executed as it was with relatively little warning.

"Trim me fat — let's put him in our gas!"

"No problem," said the jib trimmer after another minute had passed. "They're going right back into the tank."

"Breeze is up some more," I suggested to the mainsheet trimmer. "Want the trip reef?"

"No thanks, I'll just rag the main a bit if I can't put it to sleep with the backstay and babystay."

Meanwhile our friend had her nautical dictionary out again, flipping the pages up and back with no results. She looked frustrated, and when she had the attention of most of the crew, gave the dictionary a healthy toss into the Bay.

"These 'living languages' can be tough," she sighed.

"You racers have such an aversion to repecting authority," remarked her husband. "No wonder the dictionary is hopelessly outdated."

"Since when is a dictionary supposed to be an authority?" asked the foredeck crew.

"Yeah, since when?" added the mainsheet trimmer.

"A dictionary," stated the jib trimmer emphatically, "has one and only one purpose."

We were all ears.

"It's to record the usage," he continued, "of knowledgeable speakers like ourselves."

- max ebb

MORE WORDS YOU WON'T FIND IN CHAPMAN'S

Bat turn — radical course alteration.

Blackaller — kink or hockle that prevents a sheet or halfyard from running freely through a fairlead. Used with great respect.

Bullets — sudden gusts of wind. Aka stringers or puff cards.

Brace — Kiwi/Aussie slang for afterguy. Likewise, the 'kicker' is the vang, a 'jockey pole' is a reaching strut, a 'spanner' is a crescent wrench, etc. Always add 'mate' to the end of the sentence when using one of these words.

Brick — to tightly pack a sail.

Broach coach — most IOR boats. Aka 'lead mines'.

Clorox bottle — cheaply built fiberglass production boat.

Crab crusher—traditional-locking, heavy cruising boat, often characterized by poor performance, heavy gear and infrequency of use.

Donuts — circles, as in prestart maneuvering or when doing a 720" (aka a 'pair of donuts').

Gomer — a particularly bad racer. One of Matt Jones' favorite words.

Fast forward — steering 'heavy', i.e., leads forward a bit, jib eased slightly. Aka footing.

Food groups — the dregs of the fleet, as in the bottom of the (nautical) food chain. See also gomer.

Hup — all purpose verb immortalized by Popeye the Sailor: "Four bells and hup the peal" Hup means different things at different

times (e.g., to 'hup' a 'johnson' could mean grind a winch).

Johnson — all purpose noun used when you forget what something on the boat is called (e.g., 'yank on that yellow johnson by your knee'). Usually accompanied by much pointing.

Lefty — when the wind backs (shifts counterclockwise). A righty is just the opposite.

Mahogany reef — the yacht club bar.

Meltdown — when the crew screws up under pressure, usually at a mark rounding. A 'brain fade' is the tactical equivalent.

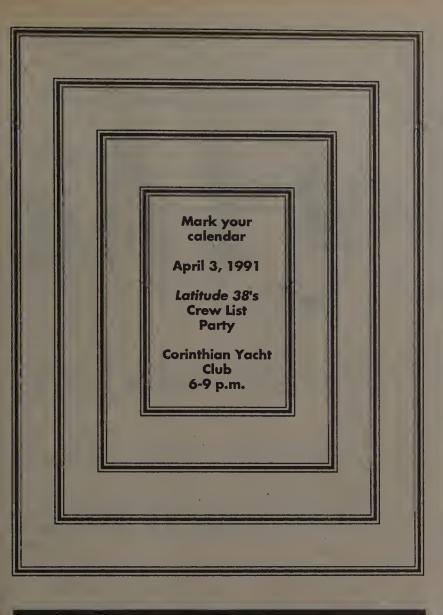
Paste — to 'face plant' or 'slam dunk', i.e., to tack directly on a competitor's air (generally accompanied by laughter and the upwind crew mimicking putting on oxygen masks).

Pointy end — the bow. Veteran racers seldom call things by their proper nautical names. Hence, the galley is simply called the 'kitchen'; the head is the 'bathroom'; the mast becomes the 'stick'; etc. Only acceptable if you know — and everyone knows you know — the correct nautical nomenclature.

Sacred wood - the tiller.

Skirt — to tuck the headsail inside the lifelines.

Wild bunch — popularized by the Ranger 23 fleet, this term refers to the clump of boats that's just a click off the pace of the leaders. The wild bunch knows enough to be dangerous, and frontrunners hate to be trapped in the middle of them.



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the california to mexico

Hola, amigos! Welcome back to installment two of the notquite-yet world famous Some Like It Hot California to Mexico Cruisers Rally. Last month, if you recall, we explained the rules (there aren't any) and the benefits (there are many) of the Rally, as well as listed the first 124 entrants. This month, we present the next 125 members of the Class of '90-91, all of whom were lucky enough to pass through Cabo San Lucas recently.

So how's the Rally shaping up this year? "Frankly, it seems a little slower than the past few years," admits Karen Oyanguren of Papi's Cruising Center, our co-sponsors of the Hot Rally. "Maybe the recession is cutting into the number of cruisers, or maybe the war has something to do with it. Tourism in Cabo has dropped off in general, and you can feel the depression in the air. People here are very upset and concerned about the situation in the Middle East — the first thing incoming yachties look for is a place to watch CNN."

But life, and the Hot Rally, goes on. "We had a great Christmas Eve dinner here at Papi's," said Karen. "Over 140 people turned up, and we actually had to turn some people away because we were out of room. There was a great sense of warmth and togetherness, kind of like one big family."



Cabo Falso Lighthouse #1, as seen through the wreck of Lighthouse #2. Lighthouse #3 — on the bluff behind #2 — still works, last we checked.

Gil and Karen were excited about the next SLIH Rally event—a Super Bowl party at the Open Soon Saloon—as well as the direction their business is going. "We're expanding," announced Karen. "We're about to open a realistically priced laundromat, a hair cutting facility and a huge BBQ area—all geared towards sailors. Also—our big news—we've finally broken down and got

not only a telephone, but a FAX machine! Both can be accessed by dialing 011-52684-31700."

Next month, we'll wrap up the Hot Rally (it theoretically endson February 1) and celebrate the upcoming Sea of Cortez Sail Week (April 14-21) with a look back at the first seven Baha Ha's.

- 125) Tri Venture, unknown, Theodore Libreiu, San Francisco.
- 126) Punchinello, Vanguard 33, Ron Whately, Channel Isl.
- 127) Slo Lane, Young Sun 35, Tony Dimech, Vancouver.
- 128) Kirsten Anne, Ketch, Tom Ellis, San Diego.
- 129) Sadie, Tayana 37, Mike Holmstrom, San Francisco.
- 130) Excalibur, CT 54, Wm. Saylor, Pt. Angeles, WA.
- 131) Eight Bells, 40' Cheoy Lee, Ed Stapleton, San Diego.
- 132) Carinosa, 30' sail, Peter Barker, Los Angeles.
- 133) Whisper, Pearson 36 cutter, Terry O'Brien, Portland, OR.
- 134) Corona Borealis, Pearson 26, Ed Smith, Juneau, AK.
- 135) Spirit, Holland 43, Bruce Hanley, San Francisco.
- 136) McLeod, CMS 41 cutter, Jim Merrill, Seattle, WA.
- 137) Super Sport, 42' power, Whitey Squires, Long Beach.
- 138) Serenity, Roughwater 33, Wade Moore, Englewood, CO.
- 139) Mary Ellen, Mariner 31, Mike Johnston, San Pedro.
- 140) Dionysus, Aloha 10.4 sloop, Gil Thomas, Redwood City.
- 141) Flaneur, Downeast 38 cutter, Jim & Kate, San Francisco.
- 142) Esprit, Hunter 355, Jim Goodison, San Francisco.
- 143) Jubilation, Pretorian 35, Bob Pedersen, Gig Harbor, WA.
- 144) Seadeuce, Bodega 30 sloop, Herb Petersen, Redwood City.
- 145) Dionucles, T-37 ketch, Bill Stemmis, Juneau, AK.
- 146) Imagination, Crealock 37, Al Foreman, San Francisco.
- 147) White Knight II, Swan 651, Ian Storer, San Francisco.
- 148) Planedrover, Passport 40, Brian Stuart, San Diego.
- 149) Columbine, Baba 35 cutter, Jim Fetzer, San Diego. 150) Linda Marie, 50' ketch, Leland Cass, Cayucos, CA.
- 151) **Sydney Ann**, Freya 39, Neil Buchan, Petaluma, CA.
- 152) Moon Shadow, Mariner ketch, Eric Serbert, Long Beach.
- 153) Difda, Garden cutter, Brian Gochoel, Seattle, WA.
- 154) Wind Runner, sloop, Mark Stevens, Channel Islands.
- 155) Star of Denali, H.C. Pilothouse, Duffy Aldrich, Sausalito.
- 156) Silent Sound, Atlor, D. Smith, Vancouver.
- 157) Sea Jay, HC 44 ketch, Ernie Bastin, Portland.
- 158) Alegre, Hardin 45 ketch, Gordon Mery, Portland.
- 159) Arcturus, Islander 41, Mr. Harry, Victoria.
- 160) Bristol Blue, Passport 42, Derek Gardner, Vancouver.
- 161) No Ka Oe, Passport 40, Ivan Chandler, Portland, OR.
- 162) Gometra, 44' Custom sloop, David Millis, Vancouver.

cruiser's rally

- 163) Dream Maker, Fraser 41, Dennis Trudeau, Vancouver.
- 164) Te Lapa, Gemini 31 cat, Tom Shaw, Alameda.
- 165) *Hine Moana*, Win. 35, R. Jankowski, Nanaimo, B.C. 166) *M'Lady II*, 44' Power, Ed Linsley, Marina del Rey.
- 167) Tess, 77' Huckins sportfisher, Dirk Wiese, San Diego.
- 168) Lajla N, Corbin 39, A. Narbutas, Sault Ste. Marie, Ontario.
- 169) Sundeer, Deerfoot, "Steve", Georgetown, Cayman Isl.
- 170) Travarra, Maple Leaf 42, George Brown, Vancouver. 171) Keeiia, ketch, Stephen Clarke, Bamifield, B.C.
- 172) Lizzy, Swan 43 ketch, Mark Bush, Santa Cruz.
- 173) Escondida, Maple Leaf 42, Doug Stuart, Vancouver.
- 174) Windig, C&C 38, Ralph Hanna, Portland, OR.
- 175) Cor. De Oro, Cross 38, R. McIluenna, Salt Spring Is., B.C.
- 176) De Boot, 60' power, Fred Dumans, San Diego.
- 177) Raven II, Westsail 32, "Gary", Flagstaff, AZ. 178) Harmony Too, Caribe 41, J. White, Sausalito.
- 179) Sea Change, Vanguard 33, Barbara Peichle, Santa Cruz.
- 180) In Search, Piver-AA 36', Tom Peterson, Portland.
- 181) Isalei Rua, Reliance 37, Larry Anderson, Vancouver.
- 182) Pegasus, Islander 44, Gary Jimmink, San Francisco.
- 183) Keo-Keoni, Catalina 34, Joe Francis, San Clemente, CA.
- 184) Aquila, Young Sun, Don Sugrue, Vancouver.
- 185) Manana, Catalina 36, John Frisbie, Alameda.
- 186) Chariot, Annapolis 44, Roger Franklin, San Francisco.
- 187) Windwalker, Bristol Ch. Ctr 28', Steven Austin, Portland.
- 188) Fairwinds, Island Trader 38', Mort Caplan, unknown.
- 189) Zhinus, Amason 37, Mike Holden, Victoria, B.C.
- 190) Avalon, S&S 47 cutter, David Weinstein, Sausalito.
- 191) Distant Drum, Downeaster cutter, Jim McClung, SF.
- 192) Arcturus, Nordhaven 46, David Hamilton, Santa Barbara.
- 193) Thunder, Valiant 32, Ralph Harding, San Francisco.
- 194) Miss Canada One, Cross 42 tri, Michael Dale, Vancouver.
- 195) Southern Comfort, Cal 2-46, Gary Matzdorff, Ventura.
- 196) Scallywag, Islander 37, Tim Tunks, Marina del Rey.
- 197) Caleano, 32' steel ctr, P.J. Doyle, Dawson City, Yukon.
- 198) Pacific Childe, Cal 34, Larry Joseph, Long Beach.
- 199) Twoofus, Roberts 45, Paul R. Whitfield, Oceanside.
- 200) Vikia. Roberts 38, Joe Hartle, Vancouver.
- 201) Justus II, Trawler, Jim Ketler, San Francisco.
- 202) Firefly, Islander 36, Bob Laverne, Scappoose, OR.
- 203) Hejira, Baba 35, Jeff Harmes, Portland, OR.
- 204) High Jinx, Californian 42, Mad Dog Schwartz, Alameda.
- 205) Venturosa, 48' Ketch, David Silva, Los Angeles.
- 206) Zaza, Roberts 36' ctr, Gregg Kasl, Ventura.
- 207) Reefer, Esprit 37, James Roselli, Seattle, WA.

- 208) Dutch Baby, 40' steel kch, Dean Andal, Port Ludlow, WA.
- 209) Avocet, Irwin 37, Ivan "Pete" Leech, Seattle.
- 210) Koyah, Alberg 37, "Bruce", Vancouver.
- 211) Odyssey, Bristol 32, Phil Baillargeon, Seattle, WA.
- 212) *Bandit*, ketch, "Louie", San Diego. 213) *Makoolis*, 37' Goderich kch, D. Hayden-Luck, B.C.
- 214) Summerwind, Ranger 29, Tim Adams, Salt Lake City.
- 215) Resolute, Newport 41, Michael Hoffert, San Francisco.
- 216) Passage, Peterson 44, Betty Carlisle, Portland, OR.
- 217) Jedi Jay, Samson power cruiser, Joe Blais, Powell.
- 218) Symphony, Kettenburg 43, Frank Petrie, San Francisco.
- 219) Nyad, Maple Leaf 48, Larry Emerson, Salem, OR.
- 220) Queneah Guen, Nicholson 31, Tim Traill, Pender Is., B.C.
- 221) Chula Mula, Morgan Ol 41, Steve Eddy, San Diego.
- 222) Hydra, Freeport 41, Larry King, San Diego.
- 223) Narwhal, 50' ketch, Bob Graham, San Francisco.
- 224) Tumbleweed, Catalina 30, Al Krause, Ventura.
- 225) Emrys, Horizon 34 ketch, Bill Sassaman, Victoria.
- 226) La Passionata, MC 39 cutter, Roger Trettenero, Vancouver.
- 227) Miss Teas, Pearson 424 ketch, Bob Teasley, Pensacola, FL.
- 228) Ram, J/35, Robert Milligan, San Francisco.
- 229) Kavenga, L. Nelson 41, Steve Van Slyke, Gig Harbor, WA.
- 230) Almucantar, Excalibur 37, H. Greenwood, Vancouver.
- 231) Skip, Monterey Clipper, Manuel Hein, San Francisco.
- 232) Starduster, 27' Watkins, Henry Michael, Portland, OR.
- 233) Mariah, Newport 41 sloop, Jim Howard, San Diego.
- 234) Wild Ranger, Power, John Gregory, Morro Bay.
- 235) Saramin, 40' ketch, Steve Dettwiler, Victoria.
- 236) Nick of Time, Baba 30, Scott Misner, Avila Beach, CA.
- 237) Hornet, 43' cutter, Jack Newman, Gig Harbor, WA.
- 238) "53" (Devine Wind), 31'tri, D. Johnson, Gabriola Isl., B.C.
- 239) Stardust, HC 43 ketch, Robert McAllister, Portland.
- 240) Luna, Islander 37, Don Reed, Long Beach.
- 241) Time Machine, Vagabond, Jim Eskew, Wilmington.
- 242) Wings, Norsea 27, Glen Bashforth, San Francisco.
- 243) XT Sea, Ranger 33, Larry Harrell, Long Beach.
- 244) Audacious, 65' Rhodes ketch, Robert Gardner, Vancouver.
- 245) Sicura, Pearson 30, Jeff Ames & Kay Rudiger, Kingston, WA.
- 246) Silversword, CT 41, Steve McCann, Vancouver.
- 247) Kashmira, 37' Crealock, Martin Hanson, Los Angeles.
- 248) Coho II, Spencer 44, Ken Kleker, Juneau, AK.
- 249) Fanfare, Yankee 30, Robert Smith, Long Beach.
- 250) Country Gentleman, Isl. Fpt. 41, P. Howe, San Francisco.
- 251) Barca, 55' cutter, Gayne Rescher, Los Angeles.
- 252) Laurie Belle, Cal Cruising 35, Glen Foutty, Los Angeles.

WORLD OF

With reports this month on a lavish charter out of **St. Martin**; advice on chartering in the state of **Maine**; and a smattering of **charter notes**.

Leaving The Backyard To Charter St. Martin, St. Barts & Anguilla

Why go all the way to the Caribbean for a sailing vacation when Mexico and Hawaii are right here in our back yard?

There are lots of reasons, but one of the most compelling is the variety of European cultures that flavor many of the Caribbean islands. For example: consider the plight of those of us who were force-fed French instead of Spanish in our high school language classes. This was the case for many of us who grew up on the Right Coast and now we find that opportunities to apply those hard-won language skills are few and far between - short of an excursion all the way to Europe or French Polynesia. And even if we hated those French classes, it's a surprise and a delight to step off the airplane on St. Martin and find ourselves in the midst of French speakers. Like most Parisians, they can also speak English. But unlike the Parisians, they don't seem to mind switching to English when necessary. Not only that, but the other half of the island is Dutch providing an opportunity to abuse yet another European language.

One interesting option available to the Caribbean charterer is to go with a non-U.S. charter company. We recently spent five days on a new Beneteau 51 run by ATM Yachts (French), one of the largest charter operations in the whole Caribbean. Their fleet dominates the tiny harbor at L'habitation on the north side of St. Martin.

It turns out that the French still support individual investment in charter yacht businesses in a big way. The tax credit for a short period of time. The result is a very impressive fleet, and excellent availability. Our Beneteau 51 was pulled out of a long row of identical boats, all apparently brand new and immaculate.

Part of the fun is learning to sail in French. Our skipper Patrice could communicate well enough in English, but never had cause to learn English sailing terminology. We all learned some new words, most of them relating to sailing.

Carla, our Brazilian hostess, was also a treat. We realized this was no ordinary sailing trip when the first bit of spray came over the bow, and a few drops of salt water landed on our sun glasses. Carla was right there with fresh water and paper towels to wipe off the tiny drops of salt. And when a mild rain squall came through, she promptly broke out a pile of new foulies, still in their plastic wrappers. (Hey, this is trade wind sailing! I thought you were supposed to take everything off and get out the soap!)

It was also a bit of a shock to find our berths made up in the evening, and put away every morning. This is the kind of service you expect on an ocean liner — but we could get used to it if we had to.

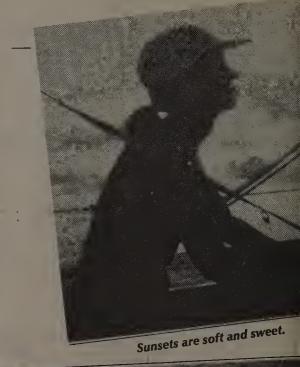
Needless to say the food was also something to write home about. The hotel at L'habitation prepares a kind of seal-a-meal out of their own kitchen to supplement what can be prepared onboard, for very good results with relatively little effort. Even as a bareboat, which is how these boats are usually chartered by French vacationers, the food is up to an exceptional standard.

One fact of Caribbean chartering: if you're

Length (ft): 50 Width (ff): 16 Draft (ff): 5.91 Motor (HP): 80

French citizen investing in the islands — and this includes buying a charter yacht — amounts to something like 400% over a fairly

expecting high-performance sailing, you'll be disappointed. For starters, you're always towing a dinghy. Then there's the

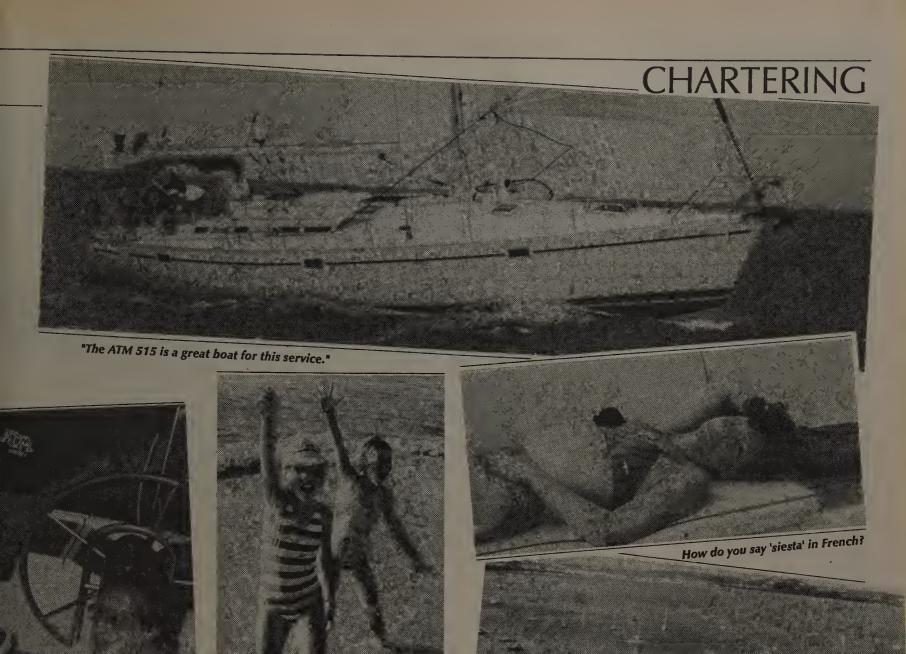




roller-furling mainsail, necessarily battenless, undersized, and with no luff tension control. And the one-size-fits-all roller furling jib. And the deck awning over the cockpit. If you're bothered by skippers who turn on the engine whenever they have to go upwind, you will need some serious attitude adjustment before you can enjoy such a trip.

Having said that, the Beneteau 51 really is a great boat for this kind of service. The four double staterooms, two forward and two aft, each with their own head (and shower, sort of) all measure exactly the same size to the nearest cubic centimeter. Four couples can actually share this boat without feeling the claustrophobia you'd normally expect at this density. The crew has their own accommodations forward with separate deck access.

The hull is relatively light, and has a fairly extreme wing keel resulting in a draft of only six feet. Nice for getting closer to the beach in a crowded anchorage, but probably results in



Dinner aboard.

Great beaches abound.

just a little more roll at anchor than a conventional deep fin.

Another nice feature is the double wheel, allowing easy passage to the stern boarding platform and dual controls for flight training. The boat also gets high marks for the fresh water washdown system and the dive gear lockers built into the transom.

The roller-furling mainsail looks like the French equivalent of the Hood Stowaway mast, but with a possibly better thought-out furling line spooling setup. Never having gotten along particularly well with roller furling, we were ready to have our minds changed. No such luck. We still maintain it's less work to raise and lower a sail with a halyard than it is to crank on the recalcitrant furling line. The new full-batten-and-lazy-jack automatic flaking systems throw the balance significantly in favor of halyards, in our humble opinion.

ATM will supply windsurfers on request, considered by many to be an absolute

cruising necessity (especially if you are not completely successful adjusting your attitude away from performance-oriented sailing). The board they put on our boat was surprisingly light and fast, about 11 feet long, with a good 5.7 meter sail. A far cry from the log that one might expect. Bring your own harness and harness lines, though.

Marigot Bay, St. Martin.

St. Martin will seem like tropical paradise—until you visit St. Barts (French) or Anguilla (English), each a half day's sail away to the east and north respectively. The pace is even slower and the people are even nicer. By comparison, St. Martin is in the fast lane. We covered St. Barts in some detail in December, so this time the focus is on Anguilla.

It's easy to decide that Anguilla, the British island 11 miles to the north of St. Martin, is your favorite place on earth. The pace of life here is very slow, even compared to St.

Barts. This despite the arrival of several new world-class hotels. Charterers have to pay steep charter fees to cruise Anguillan waters, but it does discourage crowds.

Anguilla lacks the dramatic saw-tooth topography of the volcanic islands, being one big dried-out coral reef about 16 miles long. The soil is too acidic for serious agriculture, and water is very scarce — the best scenery is underwater. There's lots of flat land, some low hills and bluffs, and the population of about 8,000 is distributed sparsely over most of the island's 35 square miles. But if you're used to cruising California and Hawaii, you'll be amazed by the number of usable natural harbors and coves.

If these people aren't incredibly warm and friendly to tourists, they put on a darn good act. You can actually go to a local night spot, dance to local music, and be in the minority as a visitor. Better yet, you won't feel as if you're not 100% welcome. Would you believe no locks on the hotel room doors?

WORLD OF

Economic success based on tourism may not ruin Anguilla, but it's hard to imagine this place getting any better.

- latitude 38

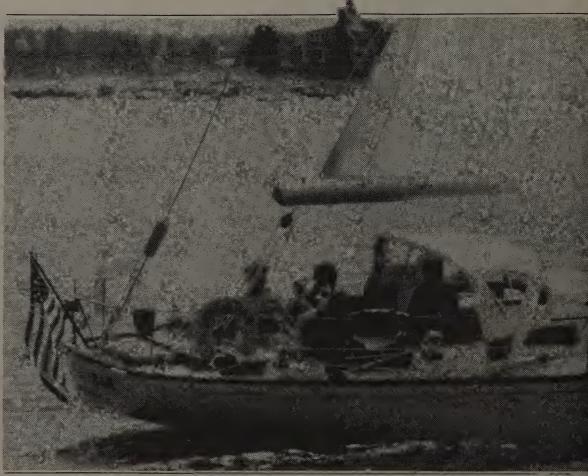
Chartering In Maine

Given the sluggish state of the economy and the increased threat of terrorism, an increased number of Americans are expected to vacation domestically this year. That goes for charterers, too.

What are the options? Southern California is a good choice, but many Northern Californians have "been there and done that". The Pacific Northwest is a terrific charter locale, one that more San Francisco Bay sailors are putting in their plans. But local sailors seeking an entirely new domestic sailing experience might give some thought to Maine.

Despite being one of those New England 'mini states', the Maine Tourist Board claims their state's coastline — when all the coves and islands are included — is actually longer than California's. Given the tremendous number of islands and indentations in the coast, we believe the Tourist Board.

Physically, the Maine coastline is an interesting combination of rugged granite slabs backed by low hills covered with trees and vegetation. While sailors often have to anchor in 30 feet of water, there are literally hundreds of great little coves and bays in which to spend the night. If you want an



The sailing conditions during the height of the season (July, August & September) are quite good. According to one captain, "I seldom see over 20 knots during the prime months; in fact, I'm usually wishing there was a little more wind rather than a little less." Given their unfamilianty with the boats, most charterers prefer too little wind rather than too much wind.

Because so much of Maine's best sailing waters are protected from the open ocean, flat-water sailing is common. Flat water is a great antidote for a summer of fighting bay chop. The normal weather pattern calls for moderate winds to pick up about noon and

in the mud, but that's about the extent of it.

Fog is something that has to be contended with. Sometimes it will be clear for weeks, other times it can hang around for two or three days. Since it almost always comes with easterly winds (the way our fog comes with westerly winds), usually there's enough warning to be able to pick between several anchorages. Once in one, you pretty much have to reconcile yourself to taking a hike and picking berries, digging for clams, building bonfires ashore, playing cards or board games, or trading tales over brandy. Of course, being fog-bound for a while isn't the worst thing for busy modern couples, as it gives them an rare opportunity to catch up with some important things in life - such as taxes and/or sex.

'Down East' as they say, isn't much on urban areas. There are a number of picturesque little towns and villages typically found on scenic calendars, and these are great for taking a stroll or finding lobster for as little as \$2.50/lb.

If an overstuffed wallet is throwing your back out of whack, you might seek relief at Bar Harbor. With more than 60 restaurants and 100 stores, including gourmet supermarkets, it can really take a load off. Biking or moped-ing to Acadia National Park makes for a great side-trip.

Veteran Maine sailor Patricia Tierney says the Casco Passage between Bass Harbor and Camden is her favorite sailing area. As for attractions, she likes McGlathery's Island, which is owned by the Friends of Nature. There are great sheep trails to walk (complete with wild sheep) and good swimming just off sun-warmed granite ledges.



Bundling up on a comfortable bunk is a great way to spend a foggy Maine night.

anchorage all to yourself, all you have to do is be willing to continue on a half mile or so to the next cove. The coves themselves are often home to eagles, osprey and heron. Many of them have trails for excellent hiking.

then die off at dusk. You couldn't plan it much better for relaxation.

There aren't many serious hazards to Maine charters. Occasionally thunderstorms will rip through, and careless navigators have been known to bounce off rocks or get stuck

CHARTERING



Maine is Hinckley country. Some 10-year old Hinckley 42s sell for over \$225,000!

Max Fletcher, who has sailed Maine all his life, has a number of favorites. He feels the best cruising grounds are around Mt. Desert Island, Blue Hill and Penobscot bays. His favorite sail is on Eggemoggin Reach near Deer Isle. For small towns, he likes Castine in Penobscot Bay and East Roque Island in Englishman Bay — although they're a little out of the way.

If you want to scope out some favorite spots of your own, check out Duncan & Ware's A Cruising Guide to the New England Coast.

There are two distinct types of chartering done in Maine. Almost unique to the area are the Windjammer charters, in which you charter a berth on a traditional schooner of between 65 and 110-feet in length. There are about 15 of these fully-crewed vessels, aboard which you nonetheless play a role in the running of the ship. For those who enjoy traditional boats and meeting new friends, this is a great way to go. Most of the windjammers are based out of Camden. For further information, call 1 (800) Maine-80.

Typical modern bareboats and larger crewed yachts are also available. The modern bareboat fleets mostly operate out of the Bar Harbor - Penobscot Bay area, which is home to Hinckley Yachts and several other renowned New England marine businesses. A wide variety of boats is available for charter. Hinckley Yacht Charters, an advertiser this month, can give you a good idea of the price range and itineraries for bareboats. Their number is 1 (207) 244-5008. For luxurious

crewed yacht charters, you might consult with Hinckley Crewed Charters at 1 (207) 244-5531.

If you do a Maine charter this summer, we'd certainly enjoy hearing about it.

— latitude 38

Charter Notes:

It's still high season in the Caribbean, which means there's lot of great events on tap to blend in with a bareboat or crewed charter. Here's a smaple:

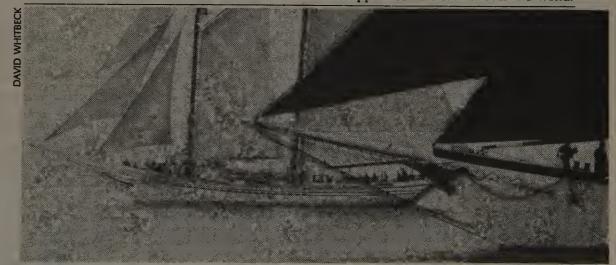
The 11th Annual Heineken Regatta
— March 1 thru 3, at St. Martin. Figure on 60 entries, with every type of boat represented.
There will be a special division for charter

St. Martin is home to several large bareboat fleets.

The Bequia Easter Regatta — April 1 thru 6, at Bequia in the Grenadines. This is one of the favorite Caribbean regattas at one of the favorite islands in the Caribbean. In addition to normal races, there is spirited competition between lovely hand-made small boats used for subsistence whaling. Bequia is known for its wonderfully friendly spirit and all are welcome. The nearest bareboat bases are at St. Vincent and Union islands. Others sail from bases in Grenada and St. Lucia. The location is ideal, smack-dab in the center of the perhaps the finest sailing waters in the Caribbean. In order to sign up, just show up.

The 20th Annual BVI Spring Regatta — Sponsored by American Express and Nanny Cay Resort & Marina on Tortola, this is one of the most popular regattas in the Northern Caribbean. The fact that there are special 'jib and main' bareboat divisions and that the sailing is done in the protected waters of the Sir Francis Drake Channel, make it a terrific regatta for novices. And once the racing is done, you can spend of the week cruising the British Virgins. Several of the biggest charter companies in the world have bases in the British Virgins. Entry forms are available by calling 1 (809) 494-3286.

The 23rd Annual Antigua Sailing Week — Antigua. This is the biggest, most competitive and wildest regatta in the Caribbean — if not the world. As such, boats and skippers come from all over the world.



Windjammer charters, using traditional schooners, have long been popular along the New England coast.

bareboats. Most of the competition is very casual. Loads of fun — and Heineken! Fax the Sint Marteen YC at (011) 5995 23804.

It's nothing less than a week of racing, drinking and dancing in a "yachtsman's paradise". Call Joel Byerly at 1 (809) 460-0036 or fax 1 (809) 462-2627 for entry forms.

— latitude 38

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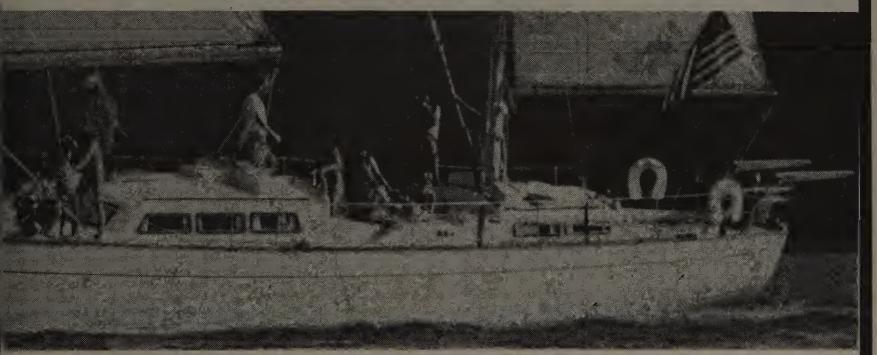
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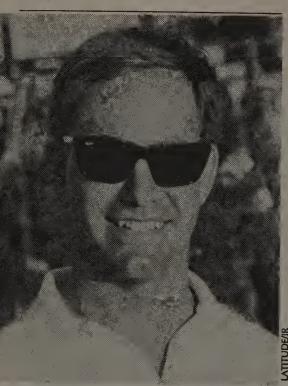
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THE RACING

With reports this month on John Kostecki's whereabouts, some good news from the Express 27 fleet, the Master Mariners' low-key New Years Race and Chili Feed, the windless Three Bridge Fiasco, the usual midwinter races and a ton of race notes.

Catching Up With Kostecki

Twenty-six year-old world champion sailor John Kostecki keeps an apartment in the Marina District near the Saint Francis YC, but he's hardly ever there except to get his mail and phone messages, maybe do some laundry and get ready for his next trip. In fact, as we go to press, he and Ken Keefe and Mark Heer are sailing Etchells 22s in Sydney in the Royal Prince Alfred YC International Match Racing Series. "This looks like the beginning of a Pacific Rim Etchells 22 match racing series," says John, who was excited about the regatta despite not having sailed E-22s since the mid-'80s.



John Kostecki, former J/24 and Soling world champ, is weighing his options for 1992.

The Etchells racing, however, is just a quick diversion for Kostecki from his main focus these days, which is skippering Mark Morita's new R/P 50 *Champosa VII* on the International 50-Footer circuit. The boat debuted at the Key West regatta last month, finishing third in a hot

15-boat fleet after leading early in the series. "We were pleased with our performance, especially after scrambling to put in a new mast," said John, modest as ever. He went on to explain that both *Champosa* and sistership *Fujimo* lost rigs practicing in 20-25 knots two days before the series. "Both masts broke at the same place, on the same tack, within an hour of each other — the spreaders turned out to be too short."

Sailing with Kostecki on Champosa, which is the third 50-footer Morita has owned, are East Coasters Brad Dellenbaugh and Jim Marshall in the afterguard; Hart Jordan on main; Tom Ducharme in the pit and Mike Pentecost on the bow. The group is hoping to secure the 50-footer berth on the U.S. Admiral's Cup team, a spot that will go to the top U.S. 50 after two more regattas in March. If Champosa doesn't get the nod - Kimo Worthington and Craig Healy on Fujimo appear to be the main obstacle — Kostecki will probably go to the Admiral's Cup anyway, sailing on the Italian one tonner Brava. "The Italians are getting a lot better at the sport," claimed John, who sailed on Brava this summer as part of their winning Sardinia Cup

Kostecki has also put in his time on maxi boats, most recently at the St. Thomas regatta on board *Emeraude* with skipper Dennis Conner. "Matador turned out to be so fast it's scary," said John. "They're five feet longer than anyone else, and sail about two feet over their rating." The maxi experience led to an invitation to sail with Dennis Conner on the afterguard of his America's Cup effort, an honor John is taking in stride. "I haven't committed one way or the other yet," he says cryptically. "We'll see what happens in the next few months."

As if his schedule wasn't hectic enough, John still keeps his hand in on the Six Meter circuit (he won the European Championship in Sardinia last September with St. Francis IX) and lately he's got the itch to do another Olympics. "Above all, I enjoy one design sailing. . . I'm starting to put together a Star campaign for Barcelona," says the '88 Olympic Soling silver medalist. "Stars are cheaper and



easier than Solings. Also, the Worlds are on the Bay in '92 right after the Olympics."

Meanwhile, Kostecki's working on a more immediate project: "I use St. Francis Yacht Club's FAX machine almost every day I'm in town. With my next paycheck, I'm going to buy one of my own!"

Express 27s Plot Comeback

"This place is turning into 'Amen's Reef!" laughed Express 27 fleet captain John Amen, pointing to all the boats and accessories scattered around the chicken coop on his folks' five acre Petaluma ranch. Prominent among the newly formed Reef's 'tenants' are Leon Daniel's Ultimate 30 Point Richmond Racing ("It's here for storage and maybe a little back-end reconfiguration," says John) and — the big news — the molds and tooling for the Express 27.

"The 27 is the 'ultimate sailing machine'! I think it's the greatest boat in this size range



John Amen, atop the Express 27 molds, surveys his 'Reef. That's a functioning chicken coop in the foreground.

ever built," claimed Amen, the just slightly biased co-owner of the successful *Locomotion*, as he explained how the molds and "hundreds of templates" came to sit in his backyard. "We just couldn't let it fade away."

Accordingly, 13 members of the Express 27 class formed a syndicate almost two years ago to purchase the molds and tooling — which some estimate to be worth as much as \$100,000 — from the former owner, Peter Alsberg of Santa Cruz. The syndicate paid \$8,500 for the entire set-up, and hauled it from up Moore's Reef (the 'graveyard' behind Ron Moore's Santa Cruz shop) to its current resting spot in two separate trips, one back at Thanksgiving and one in mid-January. "The stuff had been there since '88, and we had to dig it out of about six inches of mud," says Amen. "The Express 34 and 37 molds are still

back there."

The class, with help from designer Carl Schumacher, is currently shopping around for a new builder. Three bids have been solicited, all from out-of-state builders. "The California market's already pretty well saturated with 27s, so it makes sense to market them elsewhere," figured Schumacher, who owns and campaigns a 27 called *Moonlight*. "Also, let's face it — there just aren't many boat builders left on this coast that are equipped to do the job."

Amen, who builds and races remote control model sailboats for a living (including a model of the Express 27), is optimistic about the future of the 27. "If we can pull this off," says John, "it will show other disenfranchised classes — especially the Olsons — that they can do the same."

MMBA Chili Derby

As is their custom, the Master Mariners

Benevolent Association ushered in 1991 with the sixth annual New Year's Day Race and Chili Feed. 'Low-key' or 'laid-back' would be too brazen a term to describe this race, as not only is the course straightforward (channel buoy #4 off Angel Island to Sausalito YC), but no one seemed to bother keeping score. "The order of finish really doesn't matter," explained MMBA rear commodore Ed Witt. "The chili feed and the trophy exchange are the main things."

Still, 18 woodies turned up at the starting line for what turned out to be a pleasant reach/beat to Sausalito. The gaffers were given a 15 minute head start, which wasn't nearly enough on the mostly upwind and upcurrent course. Race chairman Noel Duckett used his Westerly as a moving committee boat as well as race participant. "Noel cleverly awarded himself a five minute start," explained Witt. "Typical of this event, no one cared!" The assembled masses converged on Sausalito YC for some spicy chili brought this year by the 'mothers', or marconi rigs — and salad by the gaffers. The following 'Tasteless Trophy Exchange', wherein everyone picks a boat to 'honor' with a customized trophy, once again lived down to its name. Crowd-pleasing efforts included Craig Swayne's fully articulated walking penguin on a stick; Steve Osborne's rum bottle (unfortunately empty, but with some really nice marlinespike work); and Goza's offering -- a carved (cedar on mahogany) rendition of a 'butt block'.

"A good time was had by all," concluded MMBA commodore Bill Rickman. Participants included the new Astral, Black Witch, Bolero, Else, Goza, La Mouette, Mangareva, Nightwatcher, Puff, Sadie, Sentisce, Wilhem H. Stark, Sugarfoot, Sunda, Sundowner, Tai Kuri, and Westerly.

A Real Fiasco

The Singlehanded Sailing Society's popular Three Bridge Fiasco proved worthy of its name on Saturday, January 26. A record turnout of 144 boats showed up off Golden Gate YC for the start of the 21-mile in-the-Bay shorthanded (single or double) marathon. As usual, there was a reverse order start beginning at 9:32 a.m., with the little boats heading off first to round three 'bridges' (actually Blackaller Buoy, T.I. and Red Rock) in any order.

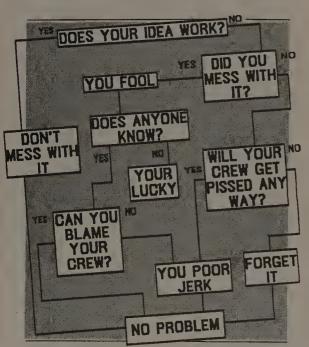
Several hours later, the majority of the fleet had been swept under the Golden Gate Bridge by a raging 5.5-knot. Finding

THE RACING

the back-eddy on the Marin shore, the racers took turns tacking up to the lighthouse under the North Tower, only to be flushed to the back of the line. If they gave a prize for persistence, it would have gone to Greg Paxton on his Hawkfarm Nepenthe, who took at least a half dozen shots at breaking through. Meanwhile, John Liebenberg had the right idea: recognizing the futility of the situation, he dropped the jib on his Express 27 Friday and ate lunch, all the while staying in the back-eddy.

"It should have been called the 'One Bridge Fiasco'," laughed Bill Riess, skipper of the Olson 25 Vivace. Riess — and almost everyone else — tired of the game after two and a half hours and motored home. No one who went to Blackaller Buoy first finished; only a handful made it as far as Raccoon Strait.

Meanwhile, a half dozen of the bigger boats — who started up to two hours later — observed the jam-up on ocean side of the bridge, and elected to try a counterclockwise course. The strategy paid off for three boats: Peter Hogg and Kame Richards finished first on Hogg's powerful trimaran Aotea, while monohull honors



Will Paxton, a 15-year-old Richmond YC junior sailor, came up with this enlightened analysis of skipper/crew relations.

went to a pair of well-sailed J/35s, the Don Trask/Chris Corlett 'factory team' on Redline and Randy Paul and Chris Shepard on Equanimity.

"This was all Kame's fault," laughed Hogg, as he related how the sneaky

sailmaker had given a speech at the skippers meeting the night before advocating going to Blackaller Buoy first. "Everyone took Kame at his word — and then we turned around and did it the other way!"

Aotea finished at 5:25 p.m., followed by Redline at 5:31 and then Equanimity at 5:46, just 14 minutes before the cut-off. The rest of the fleet DNFed the Fiasco, which this year cost a pricey \$35 for doublehanders (70% of the fleet) and \$25 for singlehanders. With only three trophies to purchase, what will the Singlehanded Sailing Society do with the extra couple thousand dollars, we wondered? "It was a literal windfall," joked Hogg. "Seriously though, we're considering various ways to put the money back into the sailing community."

Race Notes

First notice: the fourth annual **Volvo Regatta** will once again be held on Memorial Day Weekend. Ten one-design classes (Knarr, Santana 22 and 35, Express 27 and 37, Etchells 22, Folkboat and Js 24, 29 and 35) are invited to compete in the five-race series. Sponsors this year besides Volvo (which has signed another three year contract with the San Francisco regatta) include Svendsens' Boat Yard, Mount Gay Rum, Valley of the Moon Wine and SAS Airlines (which has donated another pair of tickets to Europe).

But wait — there's more good news! Also included as part of this year's Volvo Regatta is the revived Corlett Ocean Race, a three-legged ocean race to Drake's Bay, followed the next day by a run around the always odoriferous Farallones to scenic Half Moon Bay, and then a bash home on Monday. The idea is that both ocean and one design groups can fuel up at the opening party on Friday and again at the closing one on Monday. In between, there's a party for each group (Saturday night for one-design; Sunday night in Half Moon Bay for the ocean folks). "Our weather bill is all paid up," claims regatta spokeswoman (and YRA secretary) Lauren Arena. "This year, we guarantee perfect weather!"

Fun in Florida: A pair of Farr designs, Englishman Michael Peacock's new Juno V and Australian Warren Johns' Heaven Can Wait, placed first and second in the first regatta of the 1991 World Cup Series for

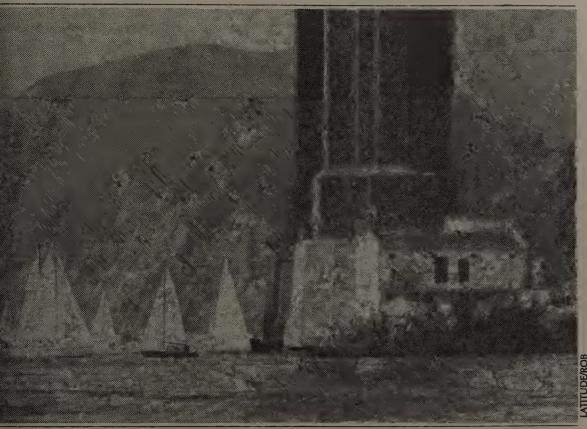


International 50s. Mark Morita's new R/P Champosa VII, steered by John Kostecki, came in a close third. The moderately windy seven race series was held at Key West between January 13-16, and seemingly every rockstar in the world was there.

As usual, the racing was incredibly close. Sometimes it was too close: on the first beat of the last race, Windquest (on port) tried to pass in front of Carat, but was speared in the starboard quarter. The two Farr designs were locked together, with the new Briand design Capricorno bearing down on starboard at 7.5 knots. Gary Weisman, Capricorno's helmsman, found himself in a box - tack and hit Windquest, or duck and hit Carat. He elected to hit them both where they intersected. apparently hoping to separate the two. The ensuing collision - "totally spectacular!" according to Greg Prussia, who sailed with John Kolius on Mandrake - ripped the front four feet off of Capricorno.

Results of the Key West Regatta follow: 1) Juno V (Farr), 26.5 points; 2) Heaven Can Wait (Farr), 28.75; 3) Champosa VII (R/P), 29.75; 4) Insatiable (N/M), 29.75; 5) Mandrake (Farr), 30; 6) Fujimo (R/P), 30.75; 7) Springbok (Farr), 35; 8) Abracadabra (R/P), 36; 9) Container (J/V), 42.75; 10) Carat VII (Farr), 43; 11) Pro-Motion (Frers), 44; 12) Will (Farr), 50; 13) Windquest (Farr), 59; 14) Capricorno (Briand), 66; 15) Diane (Soverel), 85.

Meanwhile, 120 other boats sailed in the concurrent Audi Yachting Key West Race Week. Notable winners included Collaboration, Oliver Grin's seemingly unstoppable N/M 46, in the big IMS division, and Rumors, Tim Woodhouse's



Every picture tells a story: you didn't miss much if you passed on this year's Three Bridge Fiasco.

brand new Tripp 40, which trounced the smaller IMS division. The R/P 42 Lobo, now owned by a trio of Texans, was a distant second to Rumors. Other winners included Celerity, from Greenwich, Connecticut, in the 17-boat J/35 class (Abba-Zaba-Jab didn't make it to Florida), and Renegade, owned by Ken Meade of Michigan, in the 6-boat J/44 division which doubled as their nationals.

Formerly 'Ultimate', then 'International', and now 'Open': four Open 30s put on a sideshow at Key West, heading out to race each afternoon after the handicap events. Sailing an abbreviated three-race, nomoney series were Chattanooga Chew Chew (with Ken Read skippering), Flyer, Spot Sport and Benz Express, a radical new Lars Bergstrom design. The boats finished in that order, with the last two boats breaking their masts. It must have been a tough week for Kimo Worthington, skipper of Spot Sport and the R/P 50 Fujimo, both of which lost rigs. The next Open 30 event is tentatively scheduled for Hilton Head in March; locally, the 30s are trying to get together an April race weekend.

The 21-boat **BOC Challenge** fleet will begin Leg Three (Sydney to Uruguay) on February 3. After two of the four legs, the race is shaping up to be a three-way battle between John Martin's Allied Bank, Christophe Auguin's Groupe Sceta, and Alain Gautier's Generali Concorde. To learn more about the race, FAX (201) 221-1716 and follow the instructions.

Whitbread earlybirds: to date, six U.S. groups have put up \$1,000 each to "register interest" (not to be confused with "entered", which costs \$47,000) in the '93-94 Whitbread Round the World Race. A total of 42 efforts are now "registered", and even more are expected to come forth now that the details of the 60-ft light displacement class have been released (features permitted include water ballast,

twin rudders, bowsprits, asymmetric kites and fully battened mainsails). The six registered American efforts are headed by Ted "Twice Around" Allison (Seattle), Rae Glasgow (Florida), Richard O'Neill (Seattle/Alaska), Nance Frank (Annapolis), Gerald Bagwell (Florida) and, most recently, the impressive Ocean Racing Group (Newport, R.I.).

The latter is a trio of extremely experienced sailors, all veterans of the last globetrot: Bill Biewenga (Newport, R.I.), John Jourdane (Long Beach) and Rick Jakaus (Boston). Jourdane et. al. have yet to decide on an 80-ft IOR boat (crew of 16 and a cost of \$12 million) or a new 60-ft ULDB (crew of 7; \$6 million). "Each type has much to recommend it," said Biewenga. "We'll make our final choice after a careful assessment of the performance potential of the new class and the marketing goals of our sponsors."

Changes in attitude: hardcore Santa Cruz racer **Dave Hodges** recently purchased a "coastal cruiser", the famous 1982 Alan Andrews design **Details**. The boat, which catapulted Andrews into the limelight when it won the MORC Internationals in '82, came with 19 bags of sails and lots

MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

The third weekend of the four-weekend Berkeley/Metropolitan YC's Midwinters, held January 12-13 on the Berkeley Circle, proved to be another frustrating exercise in light air sailing skill. Saturday's 3.8-mile course (a triangle that was mercifully shortened at the leeward mark) took the fleet over three hours to complete, and many boats threw in the towel early. For diversion, lots of crews listened to the Niners/Redskins game while they drifted; cheers went up all over the Circle every time the good guys scored.

On Sunday, just finding the starting line at Buoy "X" was exciting, as a dense fog enveloped the Bay. Eventually, the fleet got to sail an 8.8-mile Olympic course which, as usual, turned into a parade when the wind shifted to the west.

SATURDAY, 1/12:

DIV. A (0-153 PHRF) — 1) Miss Conduct, Olson 29, Tom Mason; 2) Absolute 88, Wylie 37, Keith MacBeth; 3) Kwazy, Wylie Wabbit, Colin Moore (8 boats)

DIV. B (156) — 1) Mercedes, Moore 24, Joel Verutti, 2) Honey's Money, Olson 25, Jim Morton;

3) Zot!!, Choate 27, Bob Hrubes. (11 boats)

DIV. C (159-195) — 1) Freewind, Cal 9.2, Don Lessley; 2) ShareHolder, Holder 20, Gary Albright; 3) Fast Freight, Newport 30 Mk III, Bob Harford. (6 boats)

DIV. D (198-up) — 1) Madman X H20, Santana 20, Steve Katzman; 2) Orange Crate, Cal 20, Mike Schaumburg, 3) Slow Dancer, San Juan 24, Dennis Beckley. (6 boats)

OLSON 30 — 1) Soul Sauce, D. Ahrens/B. McLeod; 2) White Knuckles, Daniel Benjamin; 3) Saint Anne, Richard Heckman. (10 boats)

NEWPORT 30 — 1) Achates, Bill Schultz; 2 Harry, Dick Aronoff. (4 boats)

J/29 — 1) Power Play, Peter Cunningham; 2) Advantage II, Pat Benedict. (4 boats)

EXPRESS 27 — 1) Expressway, Ross Goelz; 2) Desperado, Mike Bruzzone; 3) Salty Hotel, Mark Halman; 4) Moonlight, Carl Schumacher; 5) Bug Bear, Mike Hearn. (19 boats)

SC 27 — i) Good Timin', Dave Wilson; 2)
Mystery Eagle, Roger Sturgeon, (4 boats)

GAL 2-27 — 1) Blank, Steve Seai; 2) Sundance II, Roger Miller; 3) Zephyr, Bruce Nesbit. (5 boats)

MERIT 25 — 1) Twilight Zone, Paul Kamen; 2) Xanadu, Bill Glass. (3 boats)

THE RACING

of go-fast gear, but Dave swears he bought it solely for cruising. "My first purchase was an autopilot," he claims. Hodges, his girlfriend Bengie Canepa and her father, delivered the boat up from San Diego in 60 frigid hours last month. "There was literally ice on the dock in Santa Cruz when we tied up," recalls Dave, who figures his first big cruise will be to the Channel Islands after this fall's Big Boat Series.

Good news, bad news: Irv Loube's sleek new Farr 44. Bravura arrived in early January, and she looks fast even sitting at the dock in Richmond. That's the good news; the bad news is that veteran ocean racer Loube has pulled the plug on his Admiral's Cup plans for personal health reasons. The blue beauty, slated to be the middle-sized boat on what was shaping up to be a very potent U.S. Admiral's Cup team, is actively for sale, preferably to an American buyer who can fill the large void left by Loube's sudden withdrawal. The decision not to race his latest Bravura must have been a heartbreaker for the highly competitive Loube, and we wish him a speedy recovery.

Maui wowie: if you're organized enough to think past this summer's 36th Honolulu Race (the TransPac), our friends in the frozen northland would like you to consider



Irv Loube's newest 'Bravura' — beautiful, fast and unfortunately for sale.

the 14th running of the biennial Victoria-Maui International Yacht Race, aka the Vic-Maui. The 2,310 mile race starts and ends in two beautiful places — Victoria, B.C. and Lahaina, Maui — and offers the challenge of dropping down 30 degrees of latitude through a mixture of beating, reaching and finally running. The race record, set by the then-young Merlin in 1978, is 10 days, 2 minutes; most boats

complete the course in closer to two weeks. Wink Vogel, regatta chairman and owner of the Davidson 40 Mad Max, thinks as many as 30 boats may hit the starting line on July 4, 1992 — which would be a vast improvement over 1990's sorry 12-boat turnout. If you're interested in this West Coast classic, it's not too early to contact Vogel at 6950 King George Highway, Surrey, B.C., Canada V3W 4Z1. Or, if you've got the technology, you can FAX him at (604) 597-2677.

Equal time: this summer's Kenwoodsponsored **TransPac** is scheduled for July

MIDWINTER RACE RESULTS

J/24 — 1) Dawn Treader, Bob Balley; 2) Smoot Straft, Kathleen Jones; 3) Grinder, Jeff Littlin; 4) Hardtack, Charles Allen. (15 boats)

SANTANA 22 — 1) Riffraff, Erik Menzel; 2) Knuckles, Louis Bouc; 3) Tara, Howard Brunn. (6 boats)

CAL 20 — 1) Farmers, Richard Von Ehrenkrook; 2) Upper Bound, Pete Fowler. (4 boats)

SUNDAY 1/19

DIV. I (0-153 PHRF) — 1) Special Edition, Wilderness 30, Sultan/Hodges, 2) Wavetrain, Olson 911S, Rick Caskey; 3) Moonlight, Express 27, Carl Schumacher. (10 boats)

DIV. II (156-168) — 1) Twilight Zone, Merit 25, Paul Kameri; 2) Chesapeake, Merit 25, Jim Fair; 3) Magic Jammies, Wavelength 24, C. Witcher/S. Hart. (9 boats)

DIV. III (171-198) — 1) Con Carino, Cal 2-27, Gary Albright; 2) Temptation, Cal 2-27, Rollye Wiskerson; 3) Wind Dance, Cal 2-27, Fred Soltero; 4) Huffin, Cal 2-27, Gerald Olson; 5) Ouzel, Thunderbird, Michael Sheets. (18 boats)

DIV IV (198-up) — 1) Naressia, Coronado 25, Bobbi Tosse; 2) Madman X H20, Santana 20, Steve Katzman; 3) Doppelganger, Santana 22, Bili Vandersika.

OLSON 30 — 1) Wild Cat, Allan Schuman et. al.; 2) White Knuckles, Daniel Benjamin; 3) Think Fastf, Albert Holt. (7 boats)

OLSON 25 — 1) No Stack, Bill Thurman; 2) Pearl, Bill Riley; 3) E-Ticket, Spooge Syndicate. (10 boats)

J/24 — 1) Sunset Strait, Kathleen Jones; 2) Dawn Treader, Bob Balley; 3) Roadhouse Blues, Torben Bentsen. (5 boats)

WABBIT — 1) Kwazy, Colin Moore; 2) Mr. McGregor, Kim Desenberg. (4 boats)

Corinthian YC Midwinters

The first of two weekends in the 1991 Corinthian YC Midwinters was a smashing success. Results follow; story and pictures appear on page 90.

SATURDAY, 1/19.

IMS (linear random option; 12 knot windspeed)
— 1) Leading Lady, Peterson 40, Bob Klein; 2)
Blade Runner, R/P 47, Bill Twist; 3) Heart of Gold,
Schumacher 50, Jim & Sue Corenman. (13 boats)

PHRF I (0-115) — 1) Esprit, J/35, Charlie Kuhn; 2) Current Affair, J/35, Howie Marion; 3) Morningstar, Express 37, Larry Doane. (10 boats) PHRF II (116-148) — 1) Limelight, J/30, Harry

Blake; 2) Outrageous I, Olson 911S, Tom Thayer; 3) Preparation J, J/30, Jerry Tostenson. (9 boats)

PHRF III (149-190) — 1) Wherewolf, Cal 29, John Hauser; 2) Animal Farm, Wylie Half Ton, Rod Phibbs; 3) Freestyle, C&C 33, David Jones, (23 boats)

PHRF IV (191-210) — 1) Wind Dance, Cal 2-27, Fred Sollero; 2) Fury, Farr 727, Lon Woodrum; 3) Summer, Cal 2-27, Paul Shinoff (6 boats)

PHRF V (211-up) — 1) Tension II, Cal 20, John Nooteboom; 2) Tacky Lady, Santana 20, Charles Brochard, (5 boats)

PHRF (non-spinrfaker) — 1) Windwalker, Islander 36, Schoenhair/Gilliom; 2) Samsara, Cal 20, Gilboy/Snow; 3) Zephyr, Cal 2-27, Bruce Nesbit. (23 boats)

ULDB — 1) Curious George, Olson 30, John Rimbach; 2) My Rubber Ducky, Hoble 33, Lee Garami; 3) Archimedes, Express 27, Dick Swanson (11 boats)

DAYSAILOR — 1) Plilikia, Len Flock; 2) Palua Plilikia, Steve Flock; 3) Sundance, R. Sheldon Onstead (8 boats)

ETCHELLS 22 — 1) Mr. Natural, Barton/ Silvestri, 2) Puff, Bert Clausen; 3) Celebration, Ken Munro. (13 boats)

IOD - 1) Accounts Payable, Richard Pearce;

27 for small boats and July 29th for large ones. The TransPac YC's latest windy press release included some thoughts from experienced TransPackers on how to win the race: Thaddeus Jones, veteran of 23 trips, stressed "a good navigator and a plan for the weather". Barney Flam mentioned "good fellows on the crew - it's close quarters". Frank Mallory, commodore of TPYC, voted for the "best weatherman you can find". Phil Murray of Cheetah likewise emphasized "a plan based on the best information you can get concerning the weather." Robbie Haines went with "lightness and teamwork", while Roy Disney responded simply with "good drivers!" No one asked us, but we figure luck and karma have something to do with it, too.

Law prevails: Britain's Olympic Soling representative Chris Law won the Etchells 22 World Championship in Fremantle, Australia, in mid-January. Coming in a distant second was Dennis Conner, who apparently was plagued by gear breakdowns and a lack of downwind speed. A trio of Australia's finest (Peter Gilmour, John Bertrand and Colin Beashel) rounded



Seadon Wijsen, Berkeley sailing team captain and potential All-American.

out the top five. The next E-22 Worlds will occur right here on the Bay in early August, hosted by San Francisco YC.

Meanwhile in the Land Down Under, the Aussie team of Simon McKeon and David Churcher sailed their International C Class catamaran The Edge II to their third straight defense of the Little America's Cup. Their 4-1 victory was at the expense of Americans Pete Melvin and Steve Rosenberg, who severely damaged the carbon fiber crossbeams of their radical Gino Morrelli-designed cat, Freedom's Wing, while bouncing through power boat wake in race one. After a valiant 48-hour round-the-clock repair job, the American duo roared back to take race two in the world record time of 1 hour, 33 minutes for the 19.5 mile course. That seemed to peeve the Australians, who rolled up their sleeves and got down to business, finishing off the series with three straight wins. This was the 21st running of this event, which in recent years has been dominated by Australia.

War of the roses: the collegiate dinghy circuit ended its fall schedule with the prestigious Rose Bowl Regatta on January 5-6. Hosted by UC Irvine and USC at Alamitos Bay (Long Beach), the "ranking" regatta attracted 18 schools, some from as far away as the East Coast. Nine races were held in Flying Juniors — 7 on Saturday in perfect 10-15 knot conditions, and 2 drifters on Sunday. To no one's surprise, UC Irvine won the regatta, exhibiting their usual brand of

MIDWINTER RACE RESULTS

2) Bolero, George Degnan. (5 boats)

KNARA — 1) Nordlys, Joel Kudler; 2) Segenen, George Sayre; 3) Gannet, Robert Thalman (9 boats)

MULTIHULLS — 1) Sundowner, Buccaneer 33 tri, Joe Therriault; 2) No Name, F-27, Andrew Pitcairn; 3) Three Play, F-27, Bob Walson, (7 boats).

SUNDAY, 1/20:

IMS (linear random option; windspeed 10 knots)

— 1) Blade Runner; 2) Leading Lady; 3) Ozone,
Olson 34, Carl Bauer. (14 boats)

PHRF (— 1) Current Affair; 2) Blitz, Express 37, George Neill; 3) Free Run, Tradewinds 40, E.S. Cary. (10 boats)

PHRF II — 1) Outrageous I; 2) Gammon, Tartan Ten, Randy Broman; 3) Limelight. (9 boats)

PHRF III — 1) Wherewolf, 2) Rainbow Chaser, Hawkfarm, Paul Lam; 3) AWB, J/24, George Peck. (23 boats)

PHRF IV — 1) Shanghal, Islander 28, Ken Jesmore; 2) Wind Dance; 3) Fury. (6 boats)

PHRF V — 1) Ah Wildernessl, Wilderness 21, Jim Gibbs; 2) Tacky Lady. (5 boats)

NON-SPINNAKER — 1) Samsara; 2) Smogen III, unknown, Julie Levicki; 3) Contessa II. Centurion 42, Gordon Cox. (19 boats)

ULDB — 1) Curious George; 2) Friday, Express 27, John Liebenberg; 3) Archimedes. (11 boats)

DAYSAILOR — 1) Pilikia; 2) Zopilote, Steve Skold; 3) What Happened, Mike Severson, (6 boats)

ETGHELLS 22 — 1) Mr. Natural, 2) Libra III, John Dreyfous, 3) The Bear, Vito Bialla. (11 boats)

(OD — 1) Bolero; 2) Accounts Payable. (5 poals)

KNARR — 1) Nordlys; 2) Gannet; 3) Guano, Mike Guzzardo, (9 boats)

MULT(HULLS — 1) Sundowner; 2) Winglt, F-27, Ray Wells; 3) Three Play. (7 boats)

EYC Jack Frost Series

The third race of Encinal YC's popular Jack Frost Series was held on the gorgeous—and warm!—day of Saturday, January 19. After a series of postponements, enough wind materialized to get off an 8.45-mile course for the bigger boats and a 5.45-miler for the little ones.

As usual, Bill Stauch's Express 37 First Class was first to Blossom Rock, the weather mark. Not as usual, the spinnaker her crew hoisted had a message on it for the rest of the fleet: "Corlett is 40". Birthday boy Chris Corlett, helmsman of First Class, was appropriately surprised by the prank, apparently uttering a particularly inspired set of expletives.

Later, Chris was heard to say unconvincingly, "Well, I guess it's nice my friends remembered my birthday."

CLASS A — 1) First Class, Express 37, Bill Stauch/Chris Corlett; 2) Bloom County, Mancebo 31, Carl Ondry; 3) Sea Peptide, Express 34, Fred Voss, (12 boats)

CLASS B — 1) Harp, Catalina 38, Mike Mannix; 2) Audacious, Peterson One Ton, J.C. Armstrong; 3) Esprit Victorieux, Beneteau 305, Joseph Melino. (10 boats)

CLASS C — 1) Screamer, Capo 30 mod., Dick Horn; 2) Twilight Zone, Merit 25, Faul Kamen; 3) Chesapeake, Merit 25, Jim Fair. (11 boats)

CLASS D — 1) Freewind, Cal 9.2, Betty Lessley; 2) Crinan, C&C 30, Bill West; 3) Kamala II, Ranger 29, Bill Keith. (6 boats)

CATALINA 30 — 1) Fat Cat, Seth Balley; 2) Outrageous, Ken Speer. (4 boats)

CLASS F — 1) Toots, Thunderbird, Curtis King, 2) MyToy, Ranger 26, Dave Adams; 3) Hawk,

THE RACING

consistent sailing. Berkeley's team captain **Seadon Wijsen** was the top Northern Californian sailor, taking second in Class A.

Complete results of the Rose Bowl follow: 1) UCI, 66 points; 2) Navy, 82; 3) Stanford, 85; 4) UC San Diego, 131; 5) USC, 132; 6) Orange Coast, 133; 7) UC Berkeley, 142; 8) UC Santa Barbara, 160; 9) San Diego State, 165; 10) Boston Univ., 175; 11) Cal Poly, 185; 12) UCLA, 192; 13) Cornell, 202; 14) Univ. of Washington, 237; 15) Portland/UC Davis (combined to form one team), 239; 16) UC Santa Cruz, 245; 17) Long Beach State, 251; 18) Sonoma State, 268. The spring collegiate sailing schedule kicks off in Santa Cruz on February 2-3 with the North 1 and 2 regattas.

Talk about talent! The line-up for Long Beach YC's 27th annual Congressional Cup, scheduled for March 11-17, consists of the following heavy hitters: defending champ Chris Dicksonsan (Japan); Paulo Cayardo (Italy); Peter Gilmour (Australia); Russell Coutts and Rod Davis (NZ); '90 Soling world champ Marc Bouet (France); and '88 Soling Olympic gold medalist Jochen Schumann (Germany). The United States will be represented by probable 1990 Rolex Yachtsman of the Year (and

reigning J/24 and J/22 world champion) Jim Brady; America's Cup hopeful John Bertrand; and Long Beach YC's Steve Steiner. Conspicuous by their absence are last year's runner-up Robbie Haines and high-ranking match racer Peter Isler, but as regatta chairman Ken Larsen explained, "We wanted a truly international flavor this time, with emphasis on the upcoming America's Cup and Soling Olympics, which will feature a match race format for the medals."

The race weapons for the Congressional Cup will again be LBYC's fleet of 11 (one is a spare) year old Catalina 37s. Immediately following the C-Cup, the fleet will be used for the 1991 Sir Thomas Lipton Cup Challenge (March 22-24). This is the Southern California inter-yacht club 'big boat' challenge series, which last year was won by Al Schultz's Frers 45 Camouflage sailing for Long Beach YC. As the defending champion, LBYC elected to turn the regatta, traditionally a 'bring your own IOR boat' event, into something more interesting by providing the Catalina 37 fleet. Bravo!



Up in smoke: the 15 million dollar British Whitbread maxi racer Rothmans was first-to-finish in the 46th Sydney. Hobart Race in late December, but was quickly stripped of line honors due to flying a spinnaker with the cigarette company's logo on it during the tough 630-mile race. A 10% penalty was assessed to Rothmans, handing line honors by default to Syd Fisher's veteran Ragamuffin, while corrected time honors in the 106-boat fleet went to Gary Appleby's 1986 Farr one tonner Sagacious V. Why Rothmans chose

MIDWINTER RACE RESULTS

Alberg 30, Wren Collins, (15 boats)

CATALINA 34 (non-spinnaker) — 1) Wind Dragon, Dave Davis; 2) Godlara, John Billmeyer; 3) True Colors, David Boring (8 boats)

NON-SPINNAKER — 1) Press to Play, Oison 34, Lee Pryor; 2) Enchanted, Islander Bahama 30, Walt Vance; 3) Sea Saw, Cal 20, Steve Warner. (13 boats)

Golden Gate Midwinters

The Golden Gate YC's Manny V. Fagundes Seaweed Soup Perpetual Trophy Series enjoyed its best race to date on Saturday, January 5. Using a stinkpot rather than their clubhouse deck to start the race, the race committee chose a perfect course for the shifty northerly breeze: a 7.5-mile twicearound windward-leeward using Harding Rock and Gashouse Cove buoys.

Scott Easom's silver Frers 41 Bondi Tram won the large IMS class, bringing their record in the series to 1,3,1. This puts Bondi at the head of the pack for the coveted Seaweed Soup Bowl (best performance in class) with one race remaining. The other five classes, none of whom got to race in December due to a wind drought, will count the next two

races (February 2 and the make-up on March 3) towards the Seaweed Soup Bowl. The IMS dass will race on March 3, but it will only count towards class honors (best four out of five), not overall honors.

IMS — 1) Bondi Tram, Frers 41, Scott Easom; 2) Kotuku, Farr 12/20, David Thomson; 3) Golden Bear, Frers 46, Rob Anderson; 4) Esprit, U/35, Charlie Kuhn/Tim Bussell; 5) Current Affair, U/35, Howie Marion. (24 boats)

PHRF 1 (0-111) — 1) Re-Quest, Express 37, Glenn Isaacson; 2) Spindrift V, Express 37, Larry Wright; 4) Morningstar, Express 37, Larry Doane; 4) Melange, Express 37, Steve Chamberlin; 5) First Class, Express 37, Bill Stauch, (17 boats)

PHRF II (112-138) — 1) Good Timin', SC 27, Dave Wilson; 2) Power Play, J/29, Peter Cunningham; 3) No Name, Etchells 22, Roy Kutz; 4) Celebration, Etchells 22, Ken Munro; 5) Chief, SC 27, Dwight Odem. (15 boats)

PHRF III (139-189) — 1) Summertime Dream, Schumacher 26, Rob Moore; 2) Whitecap, IQD, Tom Allen; 3) Undine; IQD, Don Payan; 4) Profit, IQD, Ron Young; 5) Hot Flash, J/30, George Kokalls. (15 boats)

PHRF IV (190-206) — 1) Toots, Thunderbird,

Curtis King, 2) Windjimmer, Thunderbird, Jim Graham, 3) Hyperactive, Knarr, Joel Fong; 4) Red Witch, Knarr, Charles McCobe; 5) Aquavit, Knarr, Ray Palmer, (10 boats)

PHRF V (207-above) — 1) Freja, Folkboat, Ed Welch; 2) Cahada, IB 24, Dan Bjork; 3) Volker II, Folkboat, Evie Ashcroft; 4) Shazam!, Santana 22, Bud Sandkulla; 5) Ancient Wings, Santana 22, Steve Shapiro. (11 boats)

Lake Merritt SC Midwinters

Twenty-six dinghies sailed in the second round of Lake Merritt Sailing Club's Edna Robinson Series on Saturday, January 12. According to race chairman John Hege, conditions were "light to extremely light." As with the first regatta of the series, only two of three scheduled races could be sailed.

with the first regatta of the series, only two of three scheduled races could be sailed.

The last two regattas of this fun lake series will be sailed on February 9 and March 10. LMSC would like to see more sailors drop by and join the fun—the day's entry fee is \$5, and the skipper's meeting is between 10:30 and 11 a.m. "Then we sit around and wait for the wind," laughed Hege.

EL TORO - 1) Walt Andrews; 2) Paul Fuge; 3)



'Esprit', Charlie Kuhn's new J/35, has been fast right out of the box. Nice graphics, too!

to set the illegal kite is unclear (they were out of sight from land and other boats, but got 'busted' by an aerial photographer), but the Rothmans' gang adamantly denied they did it as a 'publicity stunt' for their sponsor.

"Their decision had nothing to do with sailing; it was an anti-tobacco campaign with some well placed political lobbying," claimed Rothmans honcho Mike Pavitt. "We'd rather have won the race than the

publicity war." Skipper Lawrie Smith, whom the local papers described as "furious", was more blunt: "We've got to get into the real world. When the amateurs meet the professionals, they don't like it." Meanwhile, Kialoa's 15-year-old Sydney-Hobart race record of 2 days, 14 hours still stands.

Speaking of Rothmans, that's just one of many maxi yachts featured in Maxi: The Ultimate Racing Experience, a beautiful new book by Preben Nyeland. It's an up-to-the-minute look at the state of

maxi boat sailing, featuring gorgeous pictures and solid information about the likes of Il Moro De Venezia (whose owner, Italian zillionaire Raul Gardini, claims in the text that the highlight of his sailing career was winning the 1988 Big Boat Series!), Longobarda, Steinlager II, Fisher & Paykel and virtually every other maxi boat of note in the world except the hot new Matador III. It's the best coffee table sailing book we've seen in ages — check it out!

Opportunity knocks: Richmond YC and the Small Boat Racing Association (SBRA) will sponsor two "Sail a Small Boat Days", one on February 2 and the other on March 2. Each Saturday, the public is invited to show up at RYC between 11 a.m. and 4 p.m. to 'test drive' various dinghies. Last year, approximately 150 'tire kickers' availed themselves of this chance to try sailing any of a dozen or so SBRA dinghies, among them International 14s, 505s, Laser Ils, Fireballs, JY 15s, Wabbits and others. The price is right (free); be sure to bring a change of clothes and a life jacket if you have one. For more info on this excellent opportunity, contact Del Olsen (233-1286), Bruce Arnold (524-2843) or Scott Rovanpera (939-4069).

MIDWINTER RACE RESULTS

Russell Shroff. (8 boats)

HOLDER 12 — 1) (tie) Jim Kearny and Del Locke (4 boats)

FJ — 1) (tie) Larry Weatherly and Paul Kwiatkowski (4 boats)

SUNFISH — 1) Bob Rutz; 2) Bob Cronin; 3) Dee Thompson. (5 boats)

LASER — 1) Paul Dietrich. (2 boats) LASER II — 1) Bart Harris. (2 boats)

RYC Small Boat Midwinters

Richmond YC's Small Boat Midwinters once again boasted a healthy turnout — some 125 boats — on Sunday, January 6. The day was grey and almost completely windless, but most of the 15 classes nonetheless managed to get in two slow races. And despite the millipond conditions, the racers all seemed to enjoy themselves.

"It's a good deal," claimed RYC's Mike McQueen. "Anyone that can scrounge up a dinghy is welcome. The entry fee is only \$4; hamburger lunches are available for only \$3; and the bar is open all afternoon!"

The next RYC Small Boat Midwinters is scheduled for February 3. The day before — Saturday, February 2 — RYC and SBRA will

host the first of their popular "Sail a Small Boat Days". See Race Notes for more information.

INNER COURSE:

EL TORO JUNIOR — 1) Sean Fabre; 2) Will Paxton; 3) Ken Crawford; 4) Mark Breen; 5) Eric Pfirman; 6) Skip McCormick; 7) Mellssa Carlon; 8) Nicholas Nash; 9) Arny Harris. (15 boats)

EL TORO SENIOR — 1) Derinis Silva; 2) John-O Walsh; 3) Jack Rankin; 4) Chris Gasparich; 5) (tie) Joe Menis and Russell Shroff; 7) Fred Paxton; 8) Jim Gladstone, (20 boats)

MILLIMETER — 1) Bruce Munro; 2) Pax Davis; 3) Dave Huggins. (5 boats)

SNIPE - No starters.

OUTER COURSE:

LASER — 1) Rowan Fennell; 2) Robert Leach; 3) (tie) Marcel Sloane and Matt McQueen; 5) Paul Dietrich; 6) Bryan Myers; 7) Melina Hoyer; 8) Joy Brown; 9) Paul Kerner, (24 boats)

505 — 1) Edwards/Hopkins; 2) Dave Shelton; 3) (tie) Eaker/Wahle and Cooper/Stewart. (9 boats)

TORNADO — 1) Bussard/Hyde; 2) Cabrall/Cabrall, (3 boats)

LASER II - 1) David Menis; 2) David Albright;

3) Gary Bergero. (8 boats)

STAR — 1) (tie) Steve Gould and Doug Smith. 3 boats)

FIREBALL — 1) Wilson; 2) Gratton, 3) Scott Rovenpera. (4 boats)

THISTLE — 1) Ron Smith; 2) Tom Burden; 3) Michael Gillum. (8 boats)

INTERNATIONAL 14 — 1) Clausen/Schmidt; 2) David Klipfel; 3) Chris Wahl. (5 boats)

SUNFISH — 1) Bob Cronin; 2) Dee Thompson. (4 boats).

INTERNATIONAL CANGE — 1) (tie) E. De Faymoreau and Del Olsen. (4 boats)

LIGHTNING — 1) Bob Smith; 2) M. Barnes; 3) Mike Molina. (5 boats)

WABBIT — 1) Colin Moore; 2) William Webber; 3) (tie) Jerry Keele and Steve Bates. (6 boats)

Santa Cruz YC Midwinters

Don Snyder's sleek Pacific High, the boat that inspired the Olson 30 design, made its first appearance at this year's Santa Cruz YC Midwinter Series on January 19. Sailing in 'light mode', i.e. only three other crewmembers, Snyder breezed to a pair of bullets in the 3.36-mile triangle windward-leeward courses. "These were

THE RACING SHEET

Racing for a good cause: the third biennial Race For Life, a 2,300 mile doublehanded race from San Diego to Honolulu, currently has "over 15" teams planning to enter the July 9 event. All will be gunning for the record of 13 days, 14 hours, set in '89 by Channel Island YC's then-22 year old Eric Bohman and 19-year-old Kevin Miller on a Hobie 33. Notable among the entries this year is the Sunnyvale team of Nancy Daniels and Judy Edwards, who will sail their fuchsia C&C 35 Mk III Perigail under the Pacific Yacht Club burgee.

The first Race For Life, back in 1987, was a match race between the two organizers, San Diegans Richard Virgilio and Sandy Purdan in identical Kelly/Peterson 46s. Virgilio won the race in 16 days, but the real winners were potential trauma victims in San Diego, as the race was (and still is) set up as a fundraiser for the Trauma Research & Education Foundation. For more information on this year's race, contact Virgilio, president of TREF, at (619) 295-5428, or FAX him at (619) 298-

Strike three, you're out! At their annual meeting on January 12, the ULDB 70 Association agreed to encourage the LAYC to continue holding their biennial

1991 Puerto Vallarta Race Entries

100			
Yacht	Type	Skipper	Club
ULDB 70 (Racing le	evel & IOR)	Market Control (1986)	
Biondie	Santa Cruz 70	Peter Tong	Long Beach
Cheetah	Peterson 66	Dick Pennington/Doug Baker	Long Beach
Cheval	Nelson/Marek 68	Hal Ward	California
Evolution	Santa Cruz 70	Brack Duker	California
Grand Illusion	Santa Cruz 70	Ed McDowell	King Harbor
Kathmandu	Santa Cruz 70	Fred Kirschner	Coronado
Maverick	Nelson/Marek 68	Les Crouch	Lahaina
Pyewacket	Santa Cruz 70	Róy Disney	California
Silver Builet	Santa Cruz 70	John DeLaura	Waikiki
Starship I*	Nelson/Marek 68	Jack & Mike Holleran	Coronado Cays
Taxi Dancer	Reichel/Pugh 70	Mitch Rouse	Long Beach
50's Fleet (Racing I	OR & IMS)		
Bombay Blaster	Santa Cruz 50	Dan Nowlan/Tom Cooney	L.A./Little Ships Fle
Climax	Barnett 52	Mike Campbell	Long Beach
Deception	Santa Cruz 50	David Meginnity	California
Elusive	Santa Cruz 50	Reuben Volimer	Cabrillo Beach
Long Star III	Nelson/Marek 55	Burton Benjamin	Southwestern
Racy II	Santa Cruz 50	Lu Taylor	St. Francis
Class C (Racing IO	R & IMS)		
Jano	Frers 43	Robert & Michael Kahn	California
Pericus	Centurion 47	John Williamson	San Francisco
Swiftsure	Frers 59	Sy Kleinman	St. Francis
CLASS A (Racing P	HPE & IMC)		
Joss	MacGregor 65	Dick & Camille Daniels	
Lean Machine	MacGregor 65	Mike Renkow	Long Beach
Lean maciline	wacdregor 65	MIKE DETIKOW	Del Rey

fall Cabo Race, but to eliminate Guadalupe Island as a mark of the course. The

three Cabo-Guadalupe Races to date have

(* ex-Pyewacket)

MIDWINTER RACE RESULTS

the best conditions we've had yet," said Animal House's Matt Lezin. "We had a nice 7-10 knot breeze and it was warm enough to sail in shirtsleeves.

As usual, ULDBs dominated the racing. Interestingly, the PHRF ratings that are used in Santa Cruz are often different than those used on the Bay. Some examples include SC 27s (they rate 135 in Santa Cruz vs. 132 on the Bay), Moore 24s (153 vs. 156) and Olson 25s (156 vs. 162). Are conditions that different in Santa Cruz, or do they know something we don't?

RACE 1 - 1) Pacific High, SOB 30; 2) Adlos. Moore 24; 3) Kabala, Olson 30; 4) Animal House, Olson 30; 5) Mooregasm, Moore 24, 6) Tsitis. Olson 29; 7) Snafu U, Moore 24; 8) Mistress Quickly, SC 27; 9) Bullet, Olson 30; 10) Glao, SC

RACE 2 - 1) Pacific High; 2) Kabala; 3) Animal House; 4) Tsiris; 5) Adios; 6) Clao; 7) Glant Killer, SC 27; 8) Mooregasm; 9) Wildthing, Express 27; 10) Duet, SC 27. (19 boats)

Sausalito Cruising Club Midwinters Probably because of the Christmas

holiday, only 30 of 51 registered entrants crossed the starting line on December 22 for the Sausalito Cruising Club's third midwinter race. Those who showed up for the chilly flukey day on the Bay endured a long postponement before being sentenced to a 6.8mile twice-around triangle (Little Harding, Yellow Bluff, Harding). How flukey was it? "We had a spinnaker

start and a spinnaker finish," explained regatta chairman John Ruffino. "If nothing else, it was very colorful!"

DIV. I - 1) Sangvind, Farr 48, Jensen Family 2) Limelight, J/30, Harry Blake, 3) Hot Flash, J/30 George Kokalis, (8 boats)

DIV. II - 1) Wherewolf, Cal 29, John Hauser 2) Windfall, Ranger 26, Roy Kinney. (4 boats)

DIV. III -- 1) Many Ann, Lancer, Fred Haines, 2) Amanda, Newport 30, Pat Broderick. (4 boats)

DIV. IV - 1) Galante, Folkboat, Otto Schreler

RANGER 23 - 1) Impossible, Gary Kneeland, 2) Shanghai Lil, Gary Wieneke; 3) Last Chance Roger Eldridge, (7 boats)

BEAR - 1) Sugarfoot, Paul Zupan; 2) Little Dipper, Joe Bambara. (4 boats)

been light air hate missions, and most people we know would rather spend a weekend in the dentist chair than ever see Guadalupe Island again. And what the sleds want, they get - so you can bet the LAYC will carve the loathsome turning mark out of the '92 course.

Speaking of sleds and Cabo, the ULDB 70 Association's 1991 race schedule does not include Newport Harbor YC's Cabo Race on March 2. This race, the so-called "TransPac Tune-up", has traditionally been well attended - but without the sleds, who knows how this one will turn out?

Meanwhile, Del Rey YC's Puerto Vallarta Race on February 1 has 22 boats entered (see box), a healthy comeback after only fielding 14 boats in '89. With any wind, this could be a great race, as at least a dozen starters in this 11th biennial 1,125 mile race have the potential to break the Mac 65 Joss's 1985 record of 4 days, 23 hours. Northern California will be represented by Lu Taylor's SC 50 Racy II; Sy Kleinman's Boat of the Month Swiftsure (whose crew has a collective 23 PV races under their belts!); and John "Mr. Mexico" Williamson's Centurion 47 Pericus. The race is being co-sponsored by Marina Vallarta, owners of the beautiful new 300 slip facility that will accommodate the fleet in Ruerto Vallarta. If you're interested in following the fleet south, call (213) 823-3843 for daily tape recorded race updates.

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CHANGES IN

With reports this month about a singlehander's worst nightmare; cruising the coast of California and Mexico; news from Enchantress in Germany; an account of two summers in the Mediterranean (and questions about the ARC Rally); an up-to-the-minute report on sailing in wartime Israel; notes on the greening of Santa Cruz Island; a happy tale of exploring the Pacific Northwest; tips on cruising mainland Mexico; the latest lowdown on Costa Rica; a preview of the Darwin to Ambon Race next July; tales of being 'stuck' in Kaneohe Bay; the latest word on Vanuatu; and the usual cruise notes.

Temroc — Jeanneau 40 R.C. & Deanna Helms Overboard! (California)

Since Temroc was our first sailboat, we spent a year doing weekend sails off the coast of Southern California learning the ropes. But being retired and wanting to do some serious cruising, we headed off to Mexico in 1988. We spent the next two years in the Sea of Cortez, exploring every nook and cranny from Cabo San Lucas in the south to Refugio in the north. Eventually the itch to see new sights led us off to Costa Rica. We enjoyed seven months in that delightful country before heading on to Panama. We're now in the Western Caribbean and will spend the next few years exploring this region and the Intracoastal Waterway.

Throughout our cruise we've met friendly and helpful people. Although we only see these people occasionally at best, we still consider them to be our friends. After sharing time together, we've heard many great sea stories. Perhaps the most dangerous and exciting was told to us over a drink in the

California Lottery

John Slaboda's chances of being discovered and rescued were about as good as these worthless forms winning the California lottery.

Balboa YC bar by John Slaboda, a Californian who has been cruising south of the border for the last several years aboard his Ranger 29 JoLiGa II. We'd like to share his story with your readers.

After killing a few days at Isla Contadora while waiting for radar parts and mail to arrive at the Balboa YC, Slaboda decided to head back to the Canal. Unfortunately, his diesel wouldn't start. With few options, he put his dink and outboard in the water, secured them to the side of his Ranger, and started to push the boat the 30 miles back to the Canal. Things went pretty well for most of the trip. Late in the afternoon he got a SatNav fix that put him just 10 miles from both the mainland and Isla Toboga, an island off the entrance of the Canal. Fifteen minutes later, with flashlight in hand, Slaboda hopped into the inflatable to refill the outboard tank.

It was then that a singlehanders' worst nightmare came true. An unseen wave struck the inflatable and catapulted Slaboda over the transom. Not only was there nobody aboard to turn the boat around, she was continuing on under autopilot. A good swimmer, Slaboda dropped his flashlight and now useless gas cap and swam after his boat as fast as he could. With his boat slowly pulling away, he came to the terrible realization that he'd never catch her.

One can only speculate what went through his mind as he treaded water in the darkness. He knew the current was pushing him out to sea, he knew he was out of the shipping lanes for the Canal, and it was dark. His chances for rescue seemed about as great as his chances of winning the California lottery without buying a ticket.

For the next three hours Slaboda used every stroke he knew to stay afloat. While there wasn't a big sea running, there was enough to so that he occasionally took face fulls of water from unseen waves. After another half hour or so, he saw what looked like a city on the horizon and decided he must be hallucinating. But within minutes he realized it wasn't the debilitating effects of fear and exhaustion, but the lights of a ship.

Realizing how desperate the situation, Slaboda started to scream at the top of his lungs. Nonetheless, he knew he had two chances of being heard; slim and none. Then to his amazement, the ship slowed and a searchlight began to scan the darkened ocean. Unfortunately, every pass of the probing light missed him. To his horror and



utter disbelief, the searchlight faded to darkness and the ship began to continue on. Frantic, Slaboda began to scream and wave his arms above the dark waves. Suddenly the ship stopped for a second time and the searchlight came on again.

This time the light swept over him and soon a life ring landed in the water some 100 feet away. It took all of Slaboda's reserve strength to reach it. When the ship's crew realized what bad shape he was in they lowered an inflatable and at nearly midnight — 5½ hours after falling in — he was pulled from the sea.

Once aboard the small cruise ship Polaris, Slaboda graciously accepted a cup of coffee and some clothes — he'd only been wearing a t-shirt when he fell in. The ship had been outbound from Panama and was outside the normal shipping lanes. He later learned that only three people had been on deck that evening to hear his desperate calls for help. One, the wife of the ship's doctor, immediately let crewmembers know that she heard what she thought were cries for help.

As if rescuing Slaboda weren't enough, the crew of Polaris set off in hot pursuit of JoLiGa II with their inflatable. The crew was able to reach Slaboda's boat before it reached the rocky coast of Panama and delivered it back to the Balboa area. Slaboda

LATITUDES



'Big Ti', one of the most illustrious yachts in the annals of yachting, enjoys a jaunt off Antigua's Curtain Bluff.

himself was returned to Balboa on a pilot boat that had been called by Polaris. Arriving in Balboa before his boat, Slaboda was taken by ambulance to a U.S. Military hospital where to everyone's amazement the doctors refused to see him. He was then taken to a Panamanian hospital where he was given a clean bill of health. With just a t-shirt and pair of shorts, Slaboda had no money, wallet or identification. Mr. Ramirez, the ever-patient and understanding ambulance attendant, was kind enough loan the money to the stranger without any collateral. He even took Slaboda back to Balboa and helped him find his boat. Small wonder he feels the Panamanians are wonderful people.

As Slaboda finished telling his story, Deanna and I moved a little closer hoping that some of his good luck might rub off on

- rick & deanna 1/11/91

Loke Lani — Bristol 29
Jim & Janice Gustin
The Coasts of California & Mexico
(Shingle Springs, CA)

We left San Francisco for Mexico on October 5 aboard a Bristol 29 that once had belonged to Latitude 38 Managing Editor, John Riise. We made stops at Monterey, where Jim had trouble getting his 'land legs'; at San Simeon, where we learned to dump the dink in the surf; at Morro Bay, where we dragged and met some atypically unfriendly people; and once around Conception, at Rufugio State Beach.

The nastiest weather we had above Conception was leaving Morro Bay when the weatherman was calling for 20 knot winds and 11-foot seas. You know how the weatherman is always wrong? This time he wasn't. But as soon as we rounded San Luis Bay, we shook out both reefs and replaced the 80% jib with a 150% genoa. Conception itself was easy; less than five knots of wind and small seas.

We picked up my sister in Santa Barbara for a trip to the Cueva Vaidez anchorage at Santa Cruz Island. It was a big mistake as the swell picked up and we rocked and rolled all night long. We'd hoped to visit Painted Caves, but the conditions just wouldn't allow it. We spent two more comfortable days at Fry's Harbor before dropping my sister back off at Santa Barbara.

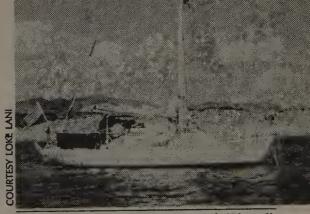
After we spent several days visiting Jim's family at Channel Islands Harbor, we headed over to Catalina. While waiting for the Santa Ana conditions to pass, we met Doug and

Jamie of *Teal*, who'd left Marina Bay years before and had cruised as far as Panama. During lunch we brought them up to date with friends back home. During our stop at Newport Beach, Lu and Jack were good enough to allow us to berth our boat behind their house on Lido Isle. Neither of us had been to the Los Angeles area in years, so we had a lot of visiting to do before proceeding on to San Diego.

We'd hoped to be clear of San Diego by Thanksgiving, but got tripped up by an unexpected Mexican holiday and thus shared BBQ'd turkey thighs with Summerwind in Coronado's Glorietta Bay. We finally sailed across the border on November 24th, where a playful sea lion treated us to the most tremendous aquatic show of our trip. He'd consistently leap into the air, spinning in a circle before splashing back down in the water. Then he (or she) would swim around the boat and start all over again. This went on for about 20 minutes and was really great!

Originally our plan had been to slowly work down the coast of Baja, but we'd spent so much time in California that we were compelled to head offshore and make a straight shot to Cabo. The fourth day out we hooked a nice dorado, which fed us for the next three days. After two more days at sea, we decided we needed a break and put into Mag Bay. The hills were sure pretty, and we found the resemblances to San Francisco Bay to be shocking.

Arriving in Cabo on December 7 for breakfast, we soon did all the cruisers things: checked in, hung out at Papi's, grocery shopped, hung out at Papi's again, went to Papi's Sunday potluck, met up with friends



'Loke Lani' — during one of her brief spells anchored in the Outer Harbor at Cabo San Lucas.

from Victory, hung out at Papi's, went snorkeling out by Lover's Beach and got asked to leave the Inner Harbor — which we did for 24 hours.

We needed to be in La Paz by Christmas, so we pushed on. We stopped for a day of snorkeling at Los Frailes, got chased by a fishing boat in the Cerralvo Channel, and made it around the tip of the peninsula just as a three-day Norther moved in. Although the wind howled, we were snug and secure, and got lots of boat work done. When the Norther blew herself out, we motored the last 12 miles into La Paz on a flood, and waited one hour to watch the 'La Paz Waltz'.

So far our five years of planning and working seem to have been well spent. Loke Lani has handled very well and we have only had one broken part - our whisker pole. As for us, it's been an adjustment that's required learning a few lessons. But the cruising life is pretty much how we anticipated it would be: lots of good moments mixed with some stress, but well worth it!

— jim and janice 12/23/90

Enchantress — Schooner Klaus & Ute Rabe Bremerhaven, Germany (San Francisco)

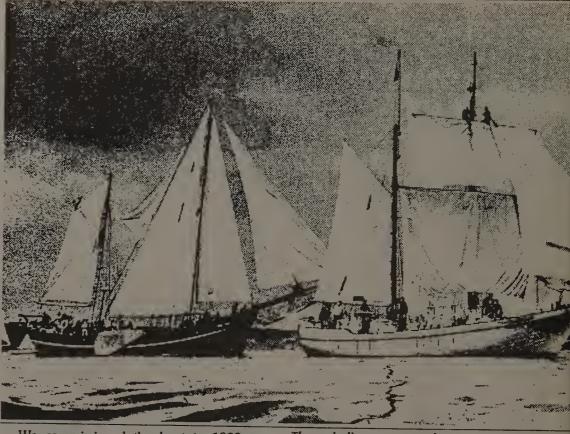
Enchantress is settled in for another winter here in Bremerhaven after yet another exciting summer in Europe. As you know there have been lots of historic events taking place.

We only took a short trip to Sweden this time, to visit friends and to 'shape up' for the big windjammer parade, Sail '90, that was held in Bremerhaven in August. It was a big event, as once again Kruzenshten, Sedor, Libertad, Dar Mlozezy, Gorch Foch, Staatstrad Lehmkuhl and others participated.

To finish off the season, we had a quick sail to London and the south coast of England, making our return from Cowes, Isle of Wight, with a friend of ours from San Francisco who currently lives in Bath. Together we weathered a storm and ended up in Ljmniden, Holland, meeting some very hospitable and friendly people. We are now obligated to return to those countries for more extensive visits. There's so much to see! - klaus & ute 11/27/91

Aniasuma — Oceanis 430 Alexander & Grieve St. Giles, France & The Med (Incline Village, Nevada)

My wife and I have spent the last two summers (May - October) cruising the Med aboard our Oceanis 430. It's been both fun and a real learning experience.



We commissioned the boat in 1989 at Beneteau's homeport of St. Giles-Croix de Vie, France, then crossed the Bay of Biscay to the Spanish and Portuguese coasts. After working our way into the Med, we put the boat up at Portals Nous in Mallorca for the

This last summer we cruised around the Balearics, crossed to Barcelona and worked our way around the coast to Portofino. We then doubled back to Nice, crossed to Corsica, cruising that island from Calvia to Bastia, then ran down the Italian coast. From there it was through the Straits of Messina to Malta where Anisuma is spending the winter. We planned to ski through the California winter, but so far there's been no snow!

The summer of 1991 calls for a cruise of Greek and Turkish waters — providing that Saddam Hussein cooperates. After that we'd planned to return to the Western Hemisphere using the ARC to support our transatlantic voyage. Thus we were interested in your exchange with the ARC's Jimmy Cornell. Ideally, we'd like to talk with any and all who have done the ARC.

And now a bouquet to West Marine Products. Last April I bought a batteryoperated Loran to use as an independent back-up. Although it worked fine in Sausalito, it wouldn't pick up the Mediterranean chain. I brought it back to the store in November without the receipt or any other evidence of purchase. Not only did I get a full credit, but the store manager dug out the April price, which was several dollars more.

Anyone contemplating a European cruise should plan to buy as much gear as possible in the United States. Shipping costs and excess baggage charges are peanuts compared to overseas prices. And forget about returns if you buy overseas, as it's

The windjammer parade at Bremerhaven, featuring the San Francisco schooner 'Enchantress'.

strictly caveat emptor over there. Availability is limited, too.

--- alexander 1/9/91

Alexander — Normally we don't give out phone numbers, but we're certain that Jim and Diana Jessie would be glad to discuss their ARC experience with you. Reach them at (301) 268-8785. They were rather disappointed with the event, so they can give you the downside. It should be noted that some good friends of the Jessies wrote to the Seven Seas Cruising Association to respectfully disagree with them.

Anyone else who has done the ARC and is willing to discuss it with Alexander may reach him at Box 3182, Incline Village, Nevada

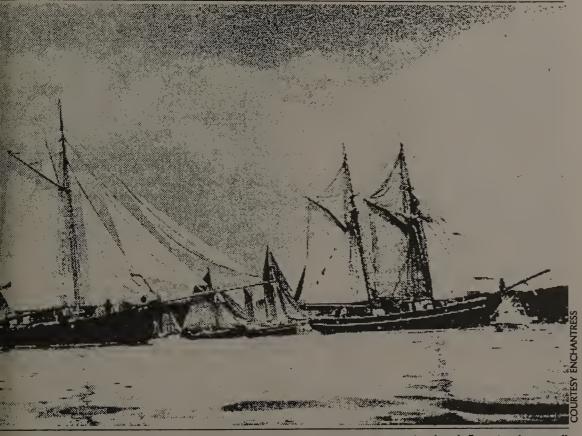
Calm Sail In A Stormy Sea John Skoriak and Miri Rosenfeld Israel

(Sausalito)

"It's just really a matter of knowing your boat, isn't it?" declared Mickey Boyden in utmost humility as he deftly threaded his 30-ft sloop backwards through the Tel Aviv Marina, wedging it tightly into its 'berth' between two other boats. We had just returned from a day-long sail down the Israeli coastline to the ancient port of Jaffa, and Mickey was demonstrating how to moor Mediterranean-style — Israeli-style!

While the world frets over the volatile situation in the Middle East and the threat of war seemingly moves closer to Israel every day, the general population appears, at least to this casual observer, to be vigilant but unperturbed by the potential crisis facing the

LATITUDES



country.

"The situation is not as bad as it's portrayed," Mickey assures me. He goes on to explain that the country "has become accustomed to hardship, threats and the constant specter of war in the area."

Mickey bought Artzah, his 30-ft Moody sloop, in England five years ago. ("Artzah" is a Hebrew word meaning, literally, "come to our country"). Mickey sailed the boat back to Israel on a three-month voyage with his wife when he emigrated — or "came home", as he puts it — to Israel.

As we were readying the boat for departure, Mickey informed me that we'd chosen the perfect day for my maiden sail in Israel, "especially if we were sailing to Turkey," he said, indicating the rare eastern, or offshore, breeze of 10 to 15 knots, and the fact that Turkey was dead downwind. Although the end of December, the temperature was in the 60s, reminding me of Southern California in the winter. The beautiful weather has its price, however, as Israel is also in the midst of a chronic drought.

We had met our British expatriate hosts through Iris Katz, an avid woman sailor and professional photographer based in Tel Aviv. Iris is one of few women in Israel who hold a skipper's license. This is similar to our Coast Guard license, except that without it, no Israeli citizen may operate a boat with or without passengers — even their own. The licensing exam tests not only proficiency in boat handling, but mechanics, navigation and seamanship, as well.

Our day cruise began after several more friends arrived. After leaving the marina, we sailed several miles offshore, then tacked southeast toward Jaffa, a port that dates back to Biblical times. Entering the port, we picked our way among the local fleet in the small harbor and anchored amid several old fishing boats. We took advantage of the picturesque panorama of ancient buildings — dominated by an equally ancient lighthouse — to eat our picnic lunch of Middle Eastern foods and heer

The gentle ambience was brought back to reality when Mickey pointed out a small, Boston Whaler-type launch that had recently been captured after an aborted terrorist attack south of Tel Aviv. As the launch was relatively undamaged, the Israeli police have now pressed it into service as a harbor patrol boat. "It's virtually impossible to approach this coast undetected," Iris explained.

Our return to Tel Aviv was a leisurely reach back along the pretty coastline. Although Mickey says the prevailing northwesterlies can make the entrance to the marina tricky — not to mention his backwards charge into Artzah's space, we thought to ourselves — the offshore breeze on this day made it a snap.

Moorage at the Tel Aviv Manna, which presently accommodates about 200 boats in 'sardine can' fashion, is reasonable by U.S. standards. For the 30-ft Artzah, slip rent is about \$100 a month. Facilities include water, power, showers and a small yard whose crane can handle boats to about 40 feet. (A larger crane is also available at added expense.) Mickey explained that a hauloutand-launch for a boat his size is about \$300, with no extra charge for laydays. All work is do-it-yourself, with many of the more complex jobs apparently contracted by quasiitinerant cruisers. Mickey explained that all supplies and equipment are readily available, mostly from England. There is also a wellstocked windsurfing and general watersports shop at the marina.

Sailboats dominate the present marina at Tel Aviv, although several large power yachts and smaller day-fishing boats are sprinkled among them. Most of the sailboats seem to be of British or French origin, and a reasonable percentage appear to be transient cruising sailboats, including several from the United States

With demand for berths certainly exceeding availability — Israel is experiencing a boom in sailing and cruising — a new marina is currently under construction at nearby Herzaliya, at the north end of Tel Aviv. When completed in 1992, this 800-berth private facility will be the largest marina in the Middle East. It seems that the Israelis are planning an uninterrupted future of sailing, the present crisis notwithstanding.

Although Tel-Aviv, as an official port of entry, has the largest marina in Israel, with 240 miles of coastline they are certainly not the only game in town. To the north is Haifa, the country's largest port. The marina there, though small, features well-protected berths and a scenic backdrop of mountains that surround the city. As this is primarily a commercial port, however, facilities for



This is not a drill. This is the way our Roving Reporter looked wearing his gas-mask when trapped in Israel.

cruising boats are minimal. Cruisers clearing at Haifa (also a port of entry) generally move north to Akko, another ancient Mediterranean

CHANGES IN

port. Though small and spartan, Akko offers one of the most picturesque and exotic settings of all, though by U.S. standards, it is also dirty and dusty. Smaller and even less comfortable facilities for cruisers are available in the ports of Jaffa and Ashdod to the south.

For those cruising the Red Sea coast of Israel at its extreme south, the interesting tourist mecca (for both Israelis and foreign visitors) of Eilat offers a large marina, beautiful beaches and excellent diving.

Cruisers wintering in Israel will find a very sophisticated country with a distinct European flavor that offers the best of the Middle East. English is spoken almost everywhere and Americans appear to be most welcome. Despite the reputation Israelis sometimes have outside their country, here they are warm and generous. Travel within the country is easy by train or bus, and because Israel is so compact, a great deal can be seen in a short time.

Despite the ongoing tribulations that appear to be a way of life in the Middle East, if you're cruising the eastern Mediterranean, don't miss the chance to visit, if not cruise, Israel.

— john and miri 1/6/91

Readers — Although Miri planned to visit with her family in Israel a while longer, John hoped to be on his way home by mid-January. Hostilities, of course, broke out. John was unable to leave Israel for a week,

air and described the island as looking 'like a green shoe with the a brown toe sticking out'. Let us explain. After gaining control of 90% of the island in 1978, the Nature Conservancy instituted a program to prevent overgrazing on its portion of the island. To that end 32,000 sheep and 1,500 cattle have been removed and a barb-wire fence erected to keep out the grazing animals from the other 10% of the island. Consequently, most of Santa Cruz is said to be far more verdant than it's been in years — this despite the terrible drought that's been afflicting all of California. Once the 1,000 feral pigs are removed, the vegetation should make an even greater comeback.

The other 10% of the island, owned in part by the Park Service and the descendants of 1880 owner Justinian Claire, still has sheep, cattle and pigs, and appears denuded by comparison. The Nature Conservancy hopes to buy those remaining acres and remove the rest of the grazing animals.

Although 24-mile long Santa Cruz island is much bigger than most people imagine — its Mt. Diablo is 2,432 feet — there are only six permanent residents. About 4,000 to 5,000 visitors arrive each year, almost all by private or charter boat. Landing on the island is supposed to be by permit only, and going inland is strictly taboo. Those who've

Israel's Akko Marina. The border with Jordan, a long-time foe, is in the background.



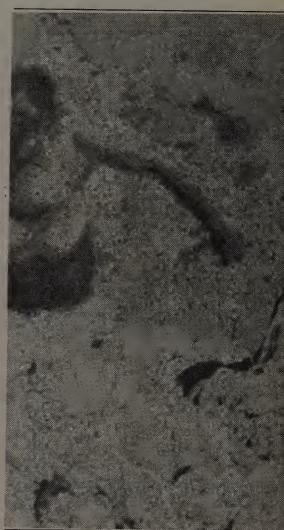
giving him a chance to experience the fear of an approaching Scud missle and don his gas mask in earnest.

The Greening of Santa Cruz Island

If you haven't been to Santa Cruz Island off the coast of Southern California in the last five years, you might note a pleasant change during your next visit. Associated Press reporter Richard Benke had a look from the

managed to have a decent tour of the island — we were able to do it legally — can tell you that it's the semi-arid paradise that much of Southern California was before the hordes arrived. It's got lots of trees and streams, and is not at all barren like Catalina.

The Conservancy would eventually like to install a campground on the island and permit educational tours. One of the things standing in the way is a fire management



plan. Fire is a serious threat to Santa Cruz Island, and the danger is always present. For example, when a boat ran aground on the island last June, the Coast Guard fired a couple of flares as part of the rescue. The errant flares started a 600-acre blaze.

The one thing almost nobody knows about Santa Cruz island is that nearly 200 years ago there was a bridge that linked its highest peak and mainland California. It was made of a rainbow created by Hutash, the Chumash Indians' maternal guardian for the island. The toll was that those crossing couldn't look down. But as all mothers — spiritual or otherwise — will tell you, nobody listens to them. Those that questioned maternal authority actually came out pretty well; as soon as they hit water they were transformed into dolphins, the Chumash symbol for the island.

— latitude 38

Hi Hopes — 33-Foot Motorsailor Gene & Dorothy Roediger To The Pacific Northwest (Port Sonoma)

At 40 years of age we decided to buy a 33-foot teak motorsailor and change our lives. We quit our jobs, rented out our house, distributed our belongings (dog and cat included) and left for the Pacific Northwest this July. We made it as far north as Powell River, British Columbia and are now exploring Puget Sound. We're finding that this gypsy life is enjoyable, and since we've

LATITUDES



Warm weather, dramatic geology, and strange combinations of body parts have long made Greece a mecca for hedonists.

yet to spend more than \$800 in one month, we could afford doing this forever!

After leaving Port Sonoma on an abbreviated shakedown cruise, we dropped the hook off Bolinas. Eleven days later we rounded Cape Flattery and sailed into the Strait of San Juan de Fuca. We stopped most nights on the way up; at Bodega, Ft. Bragg, Eureka, Brookings, Bandon and Astoria. Our days at sea averaged 10 to 12 hours, but occasionally we pushed on through the night if the sea was calm or there was no place to stop.

There was some rough weather on the way up with waves breaking over the bow, especially while rounding Point Reyes, Cape Mendocino and Cape Blanco. Since our autopilot only works in calm weather, Gene constantly had to be at the helm because I was leaning over the rail. I finally got smart and put a Scopolamine patch on — and haven't suffered from mal de mer ever since.

Our newly-learned navigation skills (we'd just taken the USCG Advanced Coastal Navigation class) were put to good use as we had to time our bar crossings to be at high slack water. We were usually within 10 minutes of our calculations, which always surprised us. Crossing the bars was quite a thrill! We surfed into Eureka and our entrance into Bandon was the only time during the whole trip I had to put on my PFD.

On the other hand, entering the Columbia River, passing Cape Disappointment and crossing over "the graveyard of the Pacific Northwest" were anti-climatic. There were hundreds of fishing boats around and it was flat as a parking lot. We also had a number of calm and sunny days on our trip when dolphins played under our bow.

The dreaded trip north turned out to be well worth it. Puget Sound and the Gulf, San Juan and Sunshine Coast islands are all very beautiful. Princess Louisa Inlet, where we travelled through 1,000-foot high fjords, was everything we'd heard. We moored just 200 feet from Chatterbox Falls, which we found every bit as spectacular as the cascades at Yosemite.

We're still in awe of the rapids caused by tide changes. At one place we took our dink through in calm water, but by the time we tied up at the dock the tide had changed and there was a five-foot standing wave in the narrows!

We usually stay at marine parks, which are super in both Canada and the United States. Quite often we've been the only boat in them. The normal facilities consist of trails, campsites, fire pits, water, mooring buoys, docks, toilets — and every now and then, hot showers! After September no fees are charged.

When we go to town, we usually anchor out and dinghy our bikes to shore. We explore towns on two wheels or by bus — it's a great way to spend rainy days. We've also

had fun dropping shrimp and crab pots over the side, bringing in delicious harvests from the sea. Come spring we'll head to Alaska.

Anyone thinking of going cruising will be surprised at how insignificant all the 'should do lists' become once you get going. Some of the stuff got done, some of it didn't; it wasn't that big a deal. Now that we're actually cruising, we let the weather decide what we'll do each day. If there's a good breeze — and we need a good breeze to sail — we'll go with it. If there's no wind, we'll motor wherever it looks like it might be fun. If it's raining, we stay anchored, warm and snug, and bake bread and cookies, read, play gin, and just enjoy wherever we are.

- gene & dorothy 12/12/90

Gene & Dorothy — You guys sound really miserable.

Pacific Crest — Pearson 303
Ray & Kathryn Weiss
Mainland Mexico
(Marina Bay, Richmond)

Z-town at last! A friend of ours who's been coming here for 20 years told us how wonderful it was for the holidays — and he was right. We're sure glad to be here, although we're disappointed that it's as far



Having already seen the 'green flash', these Z-town cruisers were hoping to hear the sun splash into the ocean.

south as we're going to go.

Our update since Cabo (and, oh-by-theway: rumors may reach you of a worldfamous volleyball team touring Mexico in sunburst orange t-shirts. When asked by a beach bimbette (pardon me) what was the deal as we cruisers played volleyball during Papi's first potluck, 'twas the first response that came to mind. The colors of the 'Some Like It Hot' shirts are distinctive.)

Our first crewmember dropped out at Cabo. "Too grueling". We thought it had been a great trip down, with lots of fresh fish and lobster . . . but also anchor watches, a captain who keeps a good DR, and me, who insists that everyone is responsible for wiping their own toothpaste spit and pubic hairs from the head.

A phone call to another friend solved the insurance problem of having to have three crew aboard. His response to our invitation: "Let me finish the job I'm on now; I'll put the next one off." Jim arrived on November 30 and we left for Santa Maria on December. Santa Maria? Santa Maria Cove is just 5 kilometers up from Cabo. The water was so

COURTEY LAS HADAS

For \$6/day, the crew of 'Pacific Crest' spent several days power-lounging at Las Hadas.

clear that you can see your anchor in 35 feet, and the fish are so tame that they 'attack' the bread you bring to feed 'em. We stayed for

three days.

We headed for the mainland on December 4 in company with Soy Libre. We pointed toward the Cabo Corrientes light, would make a right turn, with a first destination of Tenacatita (to help Jim remember the name, we renamed it 'Touchmytitties'), while our companion boat's original destination was Isla Isabella. After early afternoon lulls, the wind and seas kicked up until we were double-reefed with the heavy weather jib and still doing 7 knots (in t-shirts). Soy Libre was getting pretty beat up on their tack, so they bailed out to Puerto Vallarta. It was arduous but exhilarating.

At the next sunset we saw Corrientes on the nose. Another night and we're at Tenacatita, where we spent three grueling days - it was grueling peeling all those shrimp at the palapa bar, grueling to pick pescado from our teeth and lemons from the guy's moustaches, the avocados from my fingernails, grueling when we only had two beers to last on a one hour dinghy drift down the mangrove swamp, making jungle noises and scaring the poor jungle birds with our odd behavior. Grueling for Jim to fish with the locals. Particularly grueling the day we hired a local lanchera and went across to the little town of Manzanilla for a \$1.50 breakfast, to La Tamarinda Beach, where the guys swam and I picked up some of the zillion shells littering the beach — and sharing this lovely spot with about three dozen other people and three pigs.

But worst was the next phase of grueling, when 'local knowledge' took us among the rocks and dozens of blow-holes on the south edge of the bay. It wore us out so bad that we had the driver take us across to the palapa bars in the 'town' of Tenacatita to revive ourselves with more shrimp, fish and beer. Peeling all those shrimp just about exhausted me, so when we got back to our boat we had to break out the tequila and dominoes, then dinghy back ashore to the local palapa to relax with the fishermen.

There was no wind the day we left, so we had a grueling six-hour motorsail to Las Hadas, where the 'exorbitant' fee of \$6/night was extracted from us. We were only able to recover from our efforts by doing some power-lounging at the pool. (Tell folks to bring white towels, as the towel rental is a major expense, and they use white towels.)

After recovering a bit, we managed to swim across to the in-the-water pool, where we met some iguanas and a great couple from New York. Ed & Sunny Morse (mid-



70s) sail the Hudson with their C&C 26. They took pity on us poor bedraggled voyagers and let us use the shower in their room.

We suffered through a couple of more grueling days of this at Las Hadas before leaving for Z-town on the 12th. We had a good sail, including one grueling spinnaker run under autopilot for five or six isours.

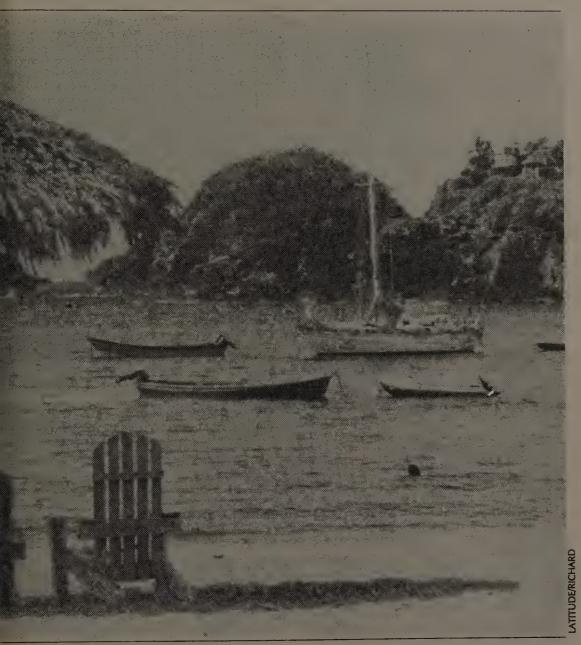
By the time we reached Z-town early this morning, we were so exhausted, it was all I could do to fix breakfast and hop into the dinghy to go to town for jugo naranja, cocos frio, fruit popsicles and to do some exploring. We were lucky enough to meet up with Janice and Fritz of Edson, having not seen them since Cabo.

By now it's getting late, the guys are in town, getting gruelled at the local cantina, no doubt, and I want to get up early for the Saturday market.

- kathryn

Tavarua — DownEast 32 Rex & Joan Allen Golfito, Costa Rica (Northern California)

We have been enjoying life here in Golfito for the past two years while house-sitting for a



Another grueling day south of the border. This one at Careyes, on mainland Mexico between Puerto Vallarta and Las Hadas.

friend with our boat anchored out front. But now the sea calls us once more and we'll soon be leaving for Ecuador.

There have been many changes in Costa Rica since we last passed through seven years ago during our circumnavigation. At that time there was only Capt. Tom's and the Miramar for anchorages. The Miramar has closed, but Capt. Tom's is still as hospitable as ever with its 'no frills' facilities: outdoor shower and the freshwater pool in the jungle for laundry. A few hundred yards down the beach from Tom's is Dwight Haskins 'Seven Seas', which offers good American and Tico food, modern and clean showers and a friendly atmosphere.

Across the harbor, conveniently located between downtown and the harbormaster is the sophisticated Samoa del Sur YC and Disco. Its very tall thatched roofs are truly works of art. Excellent French cuisine and exotic tropical drinks are the house specialties.

Across from Los Gaviotas, on Isla de Golfito, is Whitey and Barbara's Jungle Club. It has a pretty tropical setting and is surrounded by jungle. They feature good American food, clean showers and outstanding yacht services. All five establishments have excellent free anchorages but no electric hook-ups. We highly recommend all of them.

P.S. We recently celebrated our 50th wedding anniversary at Las Gavitos YC.

— rex & joan 12/6/91

Rex & Joan — Our warmest congratulations on your anniversary! And a tip of the hat for your continued adventures, too.

Darwin To Ambon July 20, 1991

If we were cruising anywhere in the South Pacific this year, we'd make sure we got our boats and butts to Darwin, Australia in time to participate in the 15th Annual Darwin to Ambon (Indonesia) Race.

This 600-mile event, which normally features 10 to 20-knot following winds, is open to racers and cruisers (a 32-footer with a family of three took top honors in 1987), has been growing by leaps and bounds. Last

year there were 60 entries; 30 from Australia and 30 from other countries around the globe. Multihulls are allowed.

Besides the race and the considerable associated activities, there are two other major reasons to do the race. The first is that by virtue of entering, each boat receives an otherwise difficult-to-obtain three-month cruising permit for Indonesia. The second reason is that there is a cash pool for the winners! Last year it totalled \$12,000 U.S. There is, however, an entry fee of \$500.

Ambon is the principle city of the Mollucan Province, an area known as the 'Spice Islands'. While off the tourist track, there are normal services available.

Ten days after the finish of the Darwin-Ambon Race, there will be a second race from Ambon to Bitung. Last year there was a fleet of only four boats for the 450-mile race, but get this, they competed for a prize pool of \$3,000! You've got to like those odds. This will be the fourth year of the Ambon-Bitung Race and a much bigger fleet is expected. Again it's a downwind course, but this one provides the opportunity to see a spectacular part of Indonesia.

These two events will be followed by the Ujung Pandang Regatta on August 17. According to officials, "This is an event not to be missed, as Ujung Pandang is an exciting city of 1 million people in the southwest Sulawesi, and is gateway to the famous Toradja Land' to the north. It's close to the traditional boat-building region of Indonesia where there are over 100 boats under construction. The Ujung Regatta will also have a prize pool of \$3,000.

A number of Northern California boats participated in this event during the last few years, and we've gotten excellent reports. Jim and Diana Jessie, who won the event with Nalu IV, say "it's a wonderful part of the world with wonderful people — like the South Pacific must have been years ago." They also note a schizo feature of Indonesian society. While there is an active whorehouse next to the naval base at the Ambon finish, there is also a strict dress code that requires men to wear long pants and proper shirts in public. Men wearing t-shirts, Jessie says, have been known to be jailed!

For further information on the 1991 Darwin to Ambon and associated races, contact the Darwin Yacht Club, (089) 41-0187 or fax (089) 41-0580.

— latitude 38

Readers - Robert Rowland of the

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Farallon 29 Kiana was good enough to invite the publisher of this magazine along for the race. Unfortunately, Rowland, who is currently in Suva and headed for Vanuatu, the Solomons and Whitsundays, won't be doing the race until 1992.

"Indonesia is beautiful in all ways," says Rowland, worked in Bandung as marine geology consultant in 1986 and 1988.

FellowShip — Yamaha 33 Sally Andrew & Foster Goodfellow Hawaiian Islands (Fortman Marina, Alameda)

Due to rotten weather it looks like we'll be in Hawaii until the middle of January!

During the first month of our cruising in Hawaii, which started in mid-October, we had great weather and fair winds. All our westbound crossing of the Hawaiian channels were great — even the 'Laughing Channel' was pretty tame. We transited the islands from east to west and stopped at the Big Island, Maui, Molokai, Oahu and Kauai — and loved them all! But since the middle of November, the weather has been quite wet and windy.

We arrived at the Hawaii YC in mid-November and tied up beside our good friend Tom Joynes from Fortman Marina. Tom had sailed Sabrina over in the West Marine Pacific Cup and plans to spend the winter here. He seems to really be enjoying the cruising and island life. He says the highlight of his trip was the haircut he got on the Big Island from a gorgeous blonde in a bikini. He's still talking about it!

We also met Claude Roth of Quetzal from Sausalito; he'd just come in from French Polynesia. Also Peter and Ethel of Whiteshell from Victoria; and Fred (KH6UY), who is Net Control for the Pacific Maritime Mobile Net.

The most unusual boat visiting the Hawaii YC was *Ulla* from Port Protection, Alaska. Tom and Rochelle had originally equipped their 35-foot sailboat as a commerical fishing vessel for Alaskan waters, but had recently converted her to a cruising boat. The outriggers and guereys definitely caused a stir at the yacht club until word got around that they really weren't commercial fishermen, just cruisers — and great people to boot! We had them over for cake and coffee one evening to reminisce about our trip and experiences in Alaska. Tom and Rochelle are now on their way to the Marshall Islands.

As most cruisers are aware, the Hawaii YC is a great place to stop. The facilities are great, the food (Thai chicken) is fantastic, and



the members are very friendly. We stayed 10 days, which included a wonderful Thanksgiving potluck. We finally had to force ourselves to move on. Since the weather has switched to some light southerlies, we decided to head for Kaneohe Bay. It was a good idea until about 1400 when the wind suddenly shifted to 25 knots from the northwest. We weren't sure if we were going to make it into Kaneohe Bay before sundown, and because of the many reefs we weren't interested in anchoring after dark. We had three choices: 1. Head back to Honolulu and arrive after dark; 2. Put out to sea; or 3. Keep trying against the odds. Personally, I wanted to get off the bus! But we kept on and made it with only minutes to spare. That night the Coast Guard weather channel reported the wind was blowing 35 knots in the channels with 22-foot seas!

We slowly recovered from the passage and exhausted ourselves by hanging out at Kaneohe Bay's famous sandbar. The activities were most taxing: we watched the tide go out, built sandcastles, held Kona and Samoan crabs hostage, and watched the tide come back in. Then we'd start the process all over again. Somehow, seven days drifted away in that fashion.

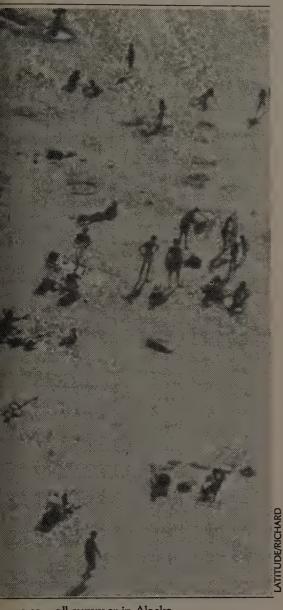
When Hawaii's winter weather turns wicked, smart cruisers join the hordes on the sand. This is not the famous Kaneohe sand bar.

Eventually we decided to be more sociable and sailed in the Kaneohe YC Harbor where we met some old friends like Skip Winterbottom (Big Boat Series), Tony Slater (formerly of Cruising World Yachts in Alameda. We made some new friends, too. Once again we slipped easily into the comforts of showers and a swimming pool, as well as cold beer and popcorn during happy hour. By the end of the week, however, I was ready to cruise again. We sailed back out to the sandbar, expecting to depart for Molokai the next morning.

That was a week ago. It's still blowing 35 knots in the channel with 22-foot seas! Foster says, "Gentlemen don't cruise to windward." I say, "I ain't going nowhere if the wind is as high as our boat is long and the seas are wider."

It's now 23 days since we arrived at Kaneohe. A wind shear, a storm system, squalls, gales and rain galore have kept us rocking. Tonight's Coast Guard report: "Extremely high winds will continue to pester the Aloha State." We've seen more rain, more wind and more clouds in the last month than

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we saw all summer in Alaska.

We might not get to Molokai soon, but what's the rush? So we watch the tide come in, and the tide go out, as the famous sandbar repeatedly hides and reappears. Cruising is one hell of a life!

— sally 12/14/91

Nepenthe — Folkes 39 Tom Scott Mostly Vanuatu (Menlo Park)

When I last left you, the lovely steel luxury yacht Nepenthe was anchored in front of the Royal Suva YC in Fiji while I was inside enjoying the varied pleasures of the yacht club bar. It had started out to be a hot day, but the clouds rolled in around noon and it began to rain. That's the tropics for you—and the Pacific Northwest, for that matter.

While waiting for the rain to stop so I could carry my groceries back to the boat without getting the bread soggy, I started talking to Tom and Jan, a couple that cruise on one of the prettiest little schooners I've seen. We were soon joined a by a shivering Barbara, who had been waiting two hours in the rain for her husband to finish a 10k run. Nobody had told her they had changed the

course because of the rain. In any event, Barbara asked Tom about the proper way to anchor, and Tom began to run down the basics of what was involved and why. The whole conversation struck me as kind of odd; Barbara and her husband had left California a year before, and by now they surely had become at least somewhat proficient at anchoring.

"It's beginning to get pretty windy out in the anchorage," I murmured, not wanting to interrupt Tom's instruction. They looked out at the boats, nodded, and Tom went back to his tutelage. He was telling Barbara about the need for adjusting scope to the wind conditions when a lady ran in and said, "Tom, your boat is dragging!" Tom and Jan's eyes got big as saucers and they bolted out of the club. As it turned out, at least half a dozen of the boats in the anchorage were dragging. With half the boats dragging and everyone else trying to fend off, it turned out to be an exciting evening.

The next day I teased Tom about his exquisite sense of timing, and he shook his head ruefully. His boat's dragging hadn't been his fault at all. His hook had snagged a big section of pipe, causing it to be hopelessly fouled. No amount of preparation or checking can prevent such things from happening from time to time. Thanks to the warning of the fellow cruiser, Tom and Jan had managed to get back to their boat before any damage occurred.

About a week later it started blowing a bit again. Nobody was taking any chances, and it soon looked like a boat parade as 40 or 50 boats departed the yacht club anchorage for a more secure spot a few miles away. As soon as everyone got settled in, the wind died completely. That's the tropics for you, too. There must be a lesson in there somewhere, but damned if I can figure out what it is.

Early in July I set sail for Vanuatu, some 600 miles to the west. After a rather slow and uneventful passage, I arrived at Port Vila, Efate Island, the capital of Vanuatu. After the breezy and somewhat open anchorage at Suva, the protection at Port Vila came as a welcome relief.

Port Vila has considerable charm, and as a result of an Independence Day celebration, had received a substantial face-lift. The ambience is decidedly French, with sidewalk cafes, tidy shops and markets full of good wines, cheeses, croissants and French bread. The local drivers all seem to be graduates of French driving school. Once behind the wheel, the normally placid ni-Vanuatu (as

they are called) blithely alternate between full accelerator and full brake, scattering pedestrians before them like quail.

Until ten years ago these islands were known as the New Hebrides and had a peculiar form of 'condominium' government. The British and French both had governor generals and their own bureaucracies to serve only their own nationals. You can imagine how complicated it must have been. As with most colonial set-ups, the native population was all but disenfranchised.

About 20 years ago nationalist movements began, and 10 years ago Vanuatu became an independent republic. Once independence had been gained, the new government moved to restore lands that had been appropriated by European planters. Having lost their claim to their plantations, most of the Europeans — almost all of whom were French — abandoned their holdings and left the country. Today you can still see many of the structures that were parts of the plantations, including the homes, schools, hospitals and administrative centers. One Frenchman who stayed in Port Vila to run a small business said it's disgusting how the once magnificent plantations have been allowed to fall into decay. Like the Polynesians, the ni-Vanuatu are not very commercially minded people. For them it is sufficient if the run-down plantations can yield enough for their rather simple needs. In recent years the world market for copra has declined as synthetics have replaced many former applications for coconut oils; so that's hurt, too. Nonetheless, the villages in the outlying islands are generally clean and tidy, and the ni-Vanuatu have pursued programs to control mosquitos and other noxious 'wee beasties'. Personally, I didn't find the plantations to be in as poor shape as the former colonist nad suggested.

During Vanuatu's celebration of their 10th anniversary of independence, representatives came from all over the world to enjoy the various festivities, including the ritual killing of a pig. Ritual pig slayings are an important *part of the culture, and they are the duty of the chief. Father Walter Lini — who is at once a priest, the Prime Minister and the father of his country — had recently suffered a stroke that had left him partially paralyzed, yet it was still his duty to kill the primary pig. Without going into the gory details, it took Father Lini some time and considerable effort to dispatch the poor beast - so much time and effort that for a while it looked as though the pig were going to get the better of the good

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Father,

Pigs and cattle have extraordinary value to the locals. When a man becomes chief he must kill a number of pigs to be served at the feast. The more powerful the chief, the more pigs must be killed. Pigs are also used as currency, and thus utilized to bribe chiefs, pay fines for social transgressions and to purchase brides. In some places social status is determined by the number of pigs one owns. Naturally we members of more advanced cultures view such practices with tolerant amusement, having ourselves replaced the unwieldy pigs with gold, scraps of printed paper, and more recently, computergenerated testimonials.

Beef in Vanuatu is good (perhaps because they graze beneath tall coco palms), plentiful and cheap. A Dutch couple asked a ni-Vanuatu whether his cattle were being raised for milk or meat. After giving them a confused look, he said they were for buying brides.

Vanuatu is promoting itself as a tourist destination for the Kiwis and Aussies. There are three large luxury hotels in Port Vila and several smaller ones as well. Outside of Port Vila there are almost no tourist accommodations. This seems like a rather clever arrangement, as Vanuatu gets tourist income while at the same time minimizing tourism's effect on the rest of the country.

Vanuatu is outside of the South Pacific 'Bible Belt'. In countries like Fiji and Tonga almost everything is closed on Sunday and in Tonga yachties are asked not to swim or run generators. In Vanuatu, perhaps due in part to French religious tolerance and/or apathy, the people are not as rabidly Christian. Nonetheless, there are quite a few churches and Sunday is relatively quiet. Ni-Vanuatu women wear 'Mother Hubbards' or mumus that are slightly different from those worn elsewhere. In Vanuatu the voluminous dresses have short puffy sleeves and ribbons attached to the yoke and sleeves. It's quite an eye-catching sight to see a gaggle of young girls bouncing down the street in their intensely colorful dresses, ribbons streaming out behind them as they giggle madly.

The bushmen who come to town dress much differently than the Port Vilans, who wear t-shirts and long or short pants. Bushmen wear only a wide leather belt with small flaps of cloth in front and back. This is their 'city clothing'; in the hills they wear only the wide belts and penis sheathes that are called *nambas*. On the island of Makekoula there are two major tribal regions; one in the north and one in the south. Those in the south are known as 'the small *nambas*' while those in the north are known as 'the big *nambas*. Tempting as it is, I'll leave the humor to you.

The ni-Vanuatu are generally a quiet, easy-going and friendly people. Their ready

smiles and helpfulness make travelling here a pleasure. They are curious about yachts and visit them in a manner that can be disconcerting. Several times after arriving at an anchorage, *Nepenthe* was surrounded by men in outriggers. I would say 'hello' and they would say 'hello' back. Then they would simply sit there and look at me and the boat for as much as an hour, politely smiling at my attempts to make conversation. It didn't even matter if I was there; a couple of times I watched as some men paddled out to my boat just to sit and stare at it. Nobody ever tried to board the boat.

Quite a few folks tried to converse. Most speak a little English or French as well as a pidgin called Bislama. The latter is a delightful language which owes its widespread popularity to the fact that there are over 100 languages spoken in Vanuatu. Bislama originated among the ni-Vanuatu who were kidnapped to work the sugar fields of Australia in the late 19th century. Here are some examples:

Yu hangem basket long nail ya, which means 'Hang the basket on the nail'.

Thangku tumas long pasenfrut, which means Thank you for the passion fruit'.

Kakae ya i blong yumi, which means 'This food is for us'.

I met a couple of United Nations nurses on Malekoula who told me that 'brassiere' is basket blong titis, and that while pikinim blong rod means illegitimate child, in the reverse order it means 'vagina'. Such subtleties, the nurses said, got them into some strange situations when they first were learning Bislama.

[Editor's note: More on Vanuatu in the next issue.]

- torn scott 10/90

Cruise Notes:

Sea of Cortez Sail Week dates are April 14 - 20. We'll have more details in the March issue, but basically plan on showing up in La Paz by the 12th or 13th and you'll be in good shape.

There owner's of the Canadian vessel

Audacious had a very bad experience recently in Cabo San Lucas. Apparently the Federales had received a tip that they had weapons onboard. The boat was quickly sandwiched between two Mexican naval vessels while up to 15 soldier came aboard to stand guard. This was no minor incident, because Federales from as far away as

Mexico City were involved. Later unconfirmed rumors had it that the tip — it was false — had come from former

Audacious crewmembers who'd left the boat with bad feelings. Whether that's true or not is unclear. While the owners of the Canadian boat reported they'd been treated with respect by the *Federales*, it had nonetheless been a very horrible, scary three days.

That's not all that's been a bummer at Cabo. Because of the war in the Middle East, tourism, the lifeblood of Cabo, is way off. As in the United States, there's a feeling of gloom in the air, and cruisers spend a lot of time looking for and watching CNN coverage. "You can feel the depression in the air," notes Gil of Papi's Cruising Center. As everyone knows, it's really hard to have levity when so many lives hang in the balance.

As if that wasn't bad enough, Gil described the cruisers' New Year's Eve party as simply "a disaster". He didn't say what went wrong, but apparently it went really wrong. The good news is that the Christmas Eve dinner at Papi's was a big success, with the 140 in attendance developing a real sense of family. Unfortunately, a considerable number of cruisers who waited until the last day to buy tickets could not be accomodated.

Let's all hope things turn around for the better — all over the globe.

Manañaland cruisers looking for relief from the sometimes hectic social life found in Mexican ports and popular anchorages have an excellent — if seldom used — option in Isla Socorro. Located 246 miles southwest of Cabo San Lucas, nine by eight-mile Socorro is the largest and most interesting of the four Revillagigedos Islands. These obviously volcanic islands are popular with adventurous sportfishermen who go in search of record tuna as well as wahoo and rays. The snorkeling is excellent, lobsters are said to line crevices and there have been reports of divers being able to swim with bottlenose dolphin. The fly in the ointment is sharks; there are great numbers of many species, and a little humanity would add some much needed variety to their diet.

The most popular anchorage at Soccoro is Bahia Braithwaite, not far from a small Mexican naval detachment. While food, water and fuel are basically unavailable at Socorro, the members of the naval detachment have routinely been hospitable to visitors.

Dick Southworth and Teri Inger of the Alameda-based Niagara 36 **Genesis** planned to visit Socorro in January. Subsequent to that they'll sail non-stop to Acapulco and begin working their way back up to the mainland coast in preparation of a second straight summer in the Sea of Cortez.

Tom Keigwin of Port Sonoma, who is wintering aboard his Morgan Out-Island 41 **Mariah** in Kemer, Turkey, brings word of a highly recommended rally in that part of the world: The Second Annual Kemer (Turkey) to

LATITUDES

Girme (Northern Cyprus) Rally. According to the race brochure, up to 50 yachts and gulets will compete in the three-day event that covers a distance of 180 miles. Countries represented will include Germany, Belgium, Sweden, Norway, Austria, Japan, England, Switzerland, the United States, Canada, Holland, France and Turkey. Tell us that won't be fun! An unusual feature of the rally, which starts on April 20, is that there is no entry fee. While Turkey was allowing American warplanes to take off from its soil, the yachting facilities in western Turkey are believed to be far beyond the range of Scud missiles and Iraqi oil slicks.

"We didn't know it was going to be like this," write Pixie Haughwout and Ralph Folsom of their Sea of Cortez adventure aboard their 24-foot Pacific Dolphin Ensemble. "We don't mean how steep the waves of a Norther can be or anything like that, but how wonderful the network of cruising people is and the invisible thread of caring that pulls them together." Specifically mentioned were the crews of Silvan II, Bag Ends, Essence, Hallelujah, Live Now II, Panda Bear, Egret, Nonpareil, M and M, and Genesis. Pixie and Ralph launched at San Felipe and sailed as far south as — it's unclear — either Puerto Escondido or La Paz.

Lowell North's old Star buddy Jim Hill reports that North's second hip operation went well and he's back out cruising his Tayana 52 Wannago in Costa Rica. North, founder of one of the world's foremost sailmakers, spent last summer cruising Polynesia and up to Hawaii. As for Hill, he's having the interior of his Farr 55 Spellbound refinished at Schoonmaker Point Marina in Sausalito. All things considered, he'd rather be back aboard in Yugoslavia, his favorite spot during his voyage home from New Zealand.

One of the world's legendary yachts, the Francis Herreschoff-designed 73-foot ketch Ticonderoga, is returning from a multi-year tour of Europe, reports Fran Bioletti. The graceful ketch with the clipper bow established new records all over the Pacific, Atlantic and Caribbean in her heyday. West coast sailors know her best from her early '60s TransPac battles with the likes of Stormvogel. She was owned by the Johnson family of Portland during her west coast days of glory, just before they built Windward Passage. For the last several years she's been owned by Newport Beach developer Bob Voit, who at the time of her purchase was a relative newcomer to sailing. Big Ti was taken to the Caribbean for Antigua Sailing Week, where she was joined by Bob Dickson and many of the old hands from her glory days. Subsequently, she was delivered to Europe for a complete refit. More recently she's had adventures in Turkey,



After a lifetime of racing at the most competitive levels, Lowell North has been enjoying the cruising life.

Yugoslavia and Odessa. As of mid-December, she had left the Canaries and was bound for St. Martin in the Caribbean. Owner Voit was aboard for what was to be his first transatlantic crossing.

We got a nice holiday card from sailing seniors John & Mary Vetromile, wanting to wish all their friends the best. Last year the couple sailed their Sausalito-based Cal 35 Counterpoint from Mooloolaba, Australia, up the Great Barrier Reef, to Darwin and Bali, and across the Indian Ocean to Christmas, Cocos Keeling, Mauritius, Reunion and finally, Durban, South Africa. We hope your year was adventurous.

Cruise a J-35? That's exactly what Robert and Kim Milligan, and 'Maggie the Slut' (their Magellan GPS), are doing in Mexico aboard Ram. We'll have a more detailed report next month.

How does someone express their delight in having met and shared experiences with so many wonderful cruisers during a year in the Sea of Cortez? John Briley of **Onna** did it through a poem he sent to *Latitude*. Unfortunately, the only verse we publish are low-brow limericks. In any event, Briley's sentiments — shared by a majority of cruisers — have been duly noted. Briley and *Onna* are now headed for Costa Rica.

If anybody knows the whereabouts of **Polecat**, a cat ketch that was written up in Changes a few months back, Terry at (415) 921-7434 would like to know. He owns the same kind of cat ketch and would like to compare notes.

Last month Sharon Rentala of Saima gave a big plug to "the little automatic 12-volt anchor lights made by cruisers from saltshakers." Rentala, who was a member of the Class of '88-'89, didn't think they were commercially available. Marie Falcon of Pacific Marine Supply in San Diego, however, says they've got them and they work great

because 1. they only use .075 amps per hour; 2. because it means there's no need to rush back to your boat at dusk to turn on the anchor light; and 3. because they serve as a security light for those times when you're not aboard. They retail for \$17.95 at Pacific Marine Supply — and might well be available at other chandleries as well.

The 2,700-mile tradewind crossing from the Canary Islands to the Eastern Caribbean is supposed to be one of the most reliable in the world. Nonetheless, the last several ARC's (Atlantic Rally For Cruisers) have been bedeviled by light winds and extensive calms. Of the 121 starters this year, only 80 of them reached the finish at St. Lucia by the December 24 deadline. Monohull line honors went to **Speedy Go**, a 78-foot Class A racer from Monte Carlo, which nipped **Ondine Romantina**, Huey Long's Class A racer of the early '80s that's now French owned. No two ways about it, there were a few competitive boats in the fleet.

Overall winner on handicap was Jerome Bertuglia's Jameri 40 **Presto** from the United States. Another U.S. boat, Peter Dewhurst's Baltic 51 **Diamond**, took second in Class B. One boat, the German-owned **Chaot**, sunk 500 miles west of the Cape Verdes after structural damage precipitated the loss of her rudder. A mayday broadcast over the ARC net resulted in half her crew being rescued by an ARC entry, and the other half by a second ARC entry. In a separate incident, a Spanish crewmember was temporarily lost off **Ocean Mor** during a headsail change. He was quickly picked up by his own boat.

What do ARC'ers do in the Atlantic when it's calm? Some swam, others visited neighboring boats for cocktails and dinner—a few water-skied! Information on next November's ARC is available from World Cruising Ltd at P.O. Box 165, London WC1B 5LA England.

Fred, Audrey & Sara Pettersen of the Richmond-berthed Kettenberg 50 Amorita were naturally enough intrigued by last month's report on Central America by Aaron, Betsy and Jessica Clapp of the sistership Peloha. If you Clapps are tuned in, the Pettersens would like to trades notes with you on the suitability of a Kettenberg 50 for shorthanded cruising. They can be reached at 320 Cutting Blvd.; Richmond, CA 94804, Berth 38.

The name game. Anyone care to guess how the **Galapagos Islands** came to have that name? Much in the same way Oakland got its name. The Galapagos were covered with tortoises and *galapagos* is the Spanish name for tortoise. By the late 19th century, hundreds of thousands of them had been killed by whalers for food. Thanks to recent protection, the population of the Galapagos turtle has stabilized at about 10,000.

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25 TO 28 FEET

BRISTOL 27, 1968. Alberg designed full-keel sloop, classic dark blue topsides and pretty! 4 sails (incl. new North 167% genoa) plus spinnaker. Datamarine depth & knot. 6 hp Evinrude. Full headroom, enclosed head, sleeps 4. Going back to school, must sell. Call for specs. Asking \$9,200. (415) 456-3314.

COLUMBIA 28. Excellent condition. 1968 auxiliary sloop for cruising and racing. 4 sails. Atomic 4 inboard, sleeps 6, enclosed head, full galley, dinette, D/S, RDF, VHF, knotmeter, compass, autopilot. Very clean, well-maintained boat. Priced low, must sell. \$8,000. (415) 526-0333.

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HUNTER 27, 1980. Excellent condition, fin keel diesel, wheel steering, 4 sails, VHF, Datamarine digital KM, log, DF, alcohol stove, teak sole, 8 opening ports, internal halyards led aft, fast, roomy cruiser, Alameda. \$15,000. (415) 932-4846, (415) 865-1011.

PEARSON 28-FT, 1986. Great bay cruiser, excellent condition, fully equipped, main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KL/log, DS, diesel, wheel steering, hot water, shower, sleeps 6. Sausalito berth. Assumable loan. \$40,000. Call (415) 331-8366

OLSON 25. #110, the last Santa Cruz hulll Commissioned 2/88. Full set Larsen sails. Signet knot/log, DS, Honda o/b, custom Tandem trailer. Perfect condition. Fresh water/dry sailed. Excellent opportunity at \$20,000. Call Mike at (916) 632-2840 (eves).

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ERICSON 25, 1975. In nice shape. 9.9 Evinrude, radio, Rareton head, new batteries, charger, sail & hatch covers, etc. Berkeley berth. \$5,800 full or 1/2 to active partner. Will teach, will haul. The season is coming. (415) 845-0493.

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PEARSON TRITON - 28-FT. Runs great and looks good. New rigging, paint. Depth sounder, fish finder, extra sails plus spinnaker, roomy, sleeps 4. Atomic 4, gas, inboard engine. Must sell. \$10,500 b/o. Call Wendy (415) 673-9321 (lv msg).

27-FT BALBOA SAILBOAT with trailer. Inboard diesel, standing headroom, sleeps 6, head, galley and instruments. \$17,500. (916) 283-3218, (916) 836-2682.

YAMAHA 25 MK II-1978. Masthead sloop, rollerfurling, Yanmar inboard diesel, VHF, depth, full sails, epoxy bottom. Make offer. Call Bob (415) 342-6574.

FOLKBOAT 25-FT. No. 7, good condition. Haul and paint Nov. 1990. Aluminumspars, 3 headsails, self-bailing cockpit, 2-burner stove, sink, o/b, Redwood City slip. Very stable bay boat, sails great, comfortable. \$3,500 b/o. Must sell. Call Rick (415) 364-7299 (eves).

HAWKFARM 28. Competitive, SF-YRA onedesign fleet since 1977. Affordable, durable and fun. Boat and sails in excellent condition. \$19,500. (707) 257-3577.

CATALINA 27, 1974. Excellent condition. Atomic 4 inboard. Cockpit rigged, electric head with holding tank, cockpit cushions, jiffy reefing, 110v shore power, range and oven, auto bilge, new ground tackle. VHF, speedo, DF. Fun boat. \$10,000. (408) 720-8309.

CAPE DORY 28, 1979. A beautiful boat. Strong and comfortable, a great boat for the S.F. Bay area. A fabulous weekend retreat. Diesel, VHF, RDF, anchors, and more. Call for details. (415) 828-4353.

CATALINA 27, 1986. Like new. Dodger, VHF, KM, depth, autopilot, 110 & 150 jibs, all lines aft, self-tail winches, 14 hp diesel, shore power, fold up table. \$23,500 b/o. (408) 267-3139.

CORONADO 25, white, comes with S.F. Marina Berth right across Safeway. Sleeps 5, kitchen, head. All spars, rigging sails replaced, hull painted in 1987. Sail inventory includes 2 jibs, 2 mains, genoa, spinnaker. Rigging includes spinnaker, backstay tensioner, mast step, traveller, protection vang, whisker pole. All lines leading into cockpit. 10 hy Johnson is electric start, remote controlled. Brass instrument set, VHF, depth sounder, knotmeter, stereo tape/radio. Double anchors, liferaft, fishing hooks, Coast Guard emergency kits, double antennas, plus many, many more. Relocating owner is asking \$8,900. Call Matt (408) 720-9254 (eves), (415) 324-6542 (work).

RANGER 26. Harken furling, brand new main, stern rail, dodger, 9.8 hp Merc. o/b with cockpit controls & electric starting, KM, VHF, compass. \$9,500 b/o. (415) 592-7886.

ERICSON 27, 1972. Great bay sailer, recent refit on running rigging. Main, 120, 80, new Loran and VHF, Atomic 4. Very good condition. Must see. \$10,000. (415) 889-5966.

CORONADO 25, 1968. Plus Coyote Point berth. Hull A1 condition, 5 sails, 6 hp Johnson, flush head, cushions, 2 anchors, life jackets, 4 winches, spinnaker gear and pole, tiller, teak cockpit insert, AM/FM radio/TV. \$4,000. Call Ron Rose (415) 574-5988.

BAJA READY: S-2 26-ft. Diesel, aft stateroom with double bed, 6-ft + headroom. New electronics, Benmar autopilot, dodger, speedometer-log, Avon, new o/b. Pages equipment. More living space than most 30-ft. Price includes heavy-duty trailer. All Bristol travel ready. \$23,950. (415) 687-5239.

26-FT CHRYSLER FIXED KEEL. 85%, 110%, 150%, spinnaker and 2 mains. Knotmeter, depth-finder, VHF. Much more. \$9,000. Call (707) 745-2748.

CAL 2-27, 1975 w/diesel, 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear and delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on. \$21,500. (415) 825-2969 (eves).

CAPO BAY 26, 1985. Schumacher MORC (like Express) balsa-core offshore racer, single-handed Hawaii setup, Loran, autopilot, 9 sails (3 spinnakers) and stuff to go FAST. See "Trades" section Latitude 38 ad. \$45,000 replacement. \$19,999. Call Bill (415) 636-4302 (lv msg).

PACIFIC SEACRAFT ORION 27, 1983. Beautiful world cruiser fully outfitted and ready to cruise. Radar, VHF, depth, knot, refrigeration, Avon dinghy, ground tackle, EPIRB, full sail inventory, windlass, dodger, Fleming wind vane, plus much more. \$45,500. (408) 247-3560 (eves).

CATALINA 25, 1981. Excellent condition. Come see, she's been well kept. Fixed keel, epoxy bottom, pop-top with cover, tall rig, 9.9 hp Chrysler with electric start, new batteries. Richmond berth. Priced to sell, \$8,500. Make offer. Call (408) 335-2918.

EXPRESS 27 "GREAT WHITE" is seriously for sale. Your chance to purchase a proven winner. Extensive sail inventory. 2 1/2 hp Suzuki o/b, knotmeter, compass, tandemtrailer. Interior cushions, porta potti. \$20,000. Bill (415) 945-4049 (days), (415) 427-6527 (eves/wkends).

MACGREGOR 24, 1972. Excellent condition, many extras, good trailer, Honda o/b 9 hp. New bottom paint. San Rafael Loch Lomond Marina berth H48. \$4,200 b/o. (707) 528-3800 (days), (707) 539-5397 (eves).

26-FT PEARSON. VHF, DS, KM, compass, 15 hp o/b, elec. start. Tuned 12/90, sails like new, cruising spinnaker, sleeps 5, head, stove, sink, well maintained, great bay boat. \$7,500 b/o. (415) 297-5032, (415) 833-0961.

CATALINA 27, 1975. Tall rig, club jib, autopilot, Honda 7.5 o/b, wind curtains, Pineapple sails, Danforth deepset anchor, depth finder, compass, has some blisters, otherwise excellent. \$9,000 b/o. (916) 482-0820.

MERIT 25 SAILBOAT, 1979. Go racing. Yellow/ white/blue, 3 spinnakers, blooper, 4 headsails, staysail, kept dry docked. Knotmeter, compass, new radio. \$11,900. Without trailer or motor. Call (213) 318-2451. Kept at Sonoma Marina, will consider mahoganies as part trade.

1978 CHRYSLER 26-FT. Swing keel with wheel steering. O/B with inboard controls. Knotmeter, standing headroom, sleeps 5, enclosed head, sink, stove, icebox, AM/FM. Good condition. Let's go for a sail. \$8,500. Steve (415) 634-0150 (home), (415) 294-2654 (work).

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PEARSON 26. Excellent condition, just hauled/ painted (September). Fully equipped including 4 sails, Mercury 9.8, VHF, depth, etc. Lots of extra gear. New compass, Loran, autopilot and spinnaker rigging. Nice, roomy interior. Beautiful quality boat. \$9,000 b/o. (415) 776-4221.

CATALINA 27, 1971. Excellent condition. Almost new 10 hp Johnson outboard. Custommade teak dinette table and hinged main hatch. Good liveaboard. DS, VHF, 2 jibs, 110 volt shorepower. Call Kate (415) 236-3700.

OLSON 25, 1984. Great condition. \$14,000. Pacific Boats hull #8. Fast, roomy, bulletproof. See Latitude 1/91 "Best Boats." For equipment list call (408) 475-2798 after 6 pm. Six-month Santa Cruz slip sublet available.

26-FT FRISCO FLYER BY CHEOY LEE. Allteak, excellent structurally. Needs cosmetics, 2 mains, 2 jibs, hauled Oct. 90, 6 hp Johnson, own 4 boats now, will let this one go at \$2,500 or best reasonable offer. (415) 653-1724 (eves after 8 pm)

FRIENDSHIP SLOOP 25-FT. Classic gaff rig design by Howard Chapelle, 1983 cold molded hull, Master Mariner winner last 2 years, sleeps 2, galley, head, o/b, teak trim, large cockpit, great sailing boat. \$8,500. (415) 647-5257 (eves).

25-FT PACIFIC SEACRAFT, 1979. Quality bluewater vessel for discerning buyer. Diesel (155 hours), galley, head w/holding tank, autohelm. Excellent condition. \$18,500. Call Layna

RANGER 26-FT. Cruiser/racer with all the goodies. 5 bags sails including spinnaker, compass, DS, knotlog, VHF and autopilot. Full galley with sink, stove and icebox. New Nissan 8 hp with cockpit controls. All lines aft. \$7,500, financing. (415) 864-2902, (415) 461-7072.

PEARSON TRITON 28-FT. Great, solid boat, well maintained, sleeps 4, Atomic 4 regularly checked, sails - main, jib, 130% & 155% genoas Spinnaker-all excellent. Compass, depth sounder, speed meter, windowvane, VHF radio, spares. \$12,000. (415) 461-2300, x355.

EXCALIBUR 26. "Scaled-down Cal 40." One of those solid mid-'60s boats. Good family S.F. Bay cruiser - stable in heavy air. Well maintained. VHF, outboard, inflatable, extra sails. \$5,000 b/o. (415) 331-9239 (nights - lv msg).

MOVED TO CENTRAL OREGON. Must seil Ericson 27, 1973. Sleeps 5, head, galley. Complete set of sails. Ready for great bay sailing, berthed in Emeryville. Best offer takes. (503)



29 TO 31 FEET

30-FT PEARSON. Shoal draft, Palmer inboard, Edson steering, lifelines, stern ladder, stove/oven, pressure h/c water, 110v shore power, halon system, club jib, 6 sails, (2)DS, VHF, knotmeter, inflatable with o/b. Interior completely redone \$15,000 or best reasonable offer before 5/1/91. (209) 296-7654 (eves).

BENETEAU 305, 1986. Fast comfortable racer/ cruiser. Good sail inventory, oversize winches, auto, Loran, etc. Well maintained. \$44,500. (415)

O'DAY 30, 1979. 15 hp Yanmar diesel, great boat with roomy interior, all lines lead aft, Loran, KM, DS, VHF, pressure water LPG stove/oven, keel stepped mast, 10-ft inflatable available, moving must sell. \$23,000 b/o. (415) 653-2868 (lv msg).

31-FT DOUG PETERSON DESIGNED racer/ cruiser. Diesel, VHF, Loran, many sails, upwind berth, blister repair and epoxy bottom 1990, exceptional racing record. \$17,000. Call (707)

HERRESCHOFF KETCH, 1962 (modified). H-28 double planked mahog, Yanmar diesel Mex/HA veteran and ready to go again. New decks, cockpit, refastened 1990. From her bronze star to her kerosene running lights, a beauty, for lovers only. \$24,000. (408) 423-5623.

OLSON 29. Built Pacific Boat Works, Hull #8. Very well equipped, fast and fun, 13 bags of sails. Successful race record. \$35,000. Call Bill (707)

CHEOY LEE 30-FT KETCH, 1962. Teak, hauled in June, Volvo dsl., alum. spars, dodger, VHF, depth, RDF, hot water, 5 sails, 3/4 cover, must sell, \$16,900 b/o. Trade for Porsche or M.B. S/L. (415) 692-0845 (bet 4-9 pm).

NEWPORT 30 II-T, 1979. Been to the boat show? Look at this class boat at an honest price. Diesel, tiller, h/c pressure water, autopilot, Loran, 3 headsails plus spinnaker and much, much more for \$28,500. (707) 745-0615.

COLUMBIA 30. Magnificent, strong, excellent, cruising sloop. Beautiful lines. Large cabin. Well equipped, self-contained head, Atomic 4, roller furler jib, VHF, EPIRB, RDF, depthsounder, knot-meter/log and much more. Built in 1972, bristol condition. \$17,200. (415) 795-6043.

CATALINA 30, 1984. Excellent condition. Diesel, h/c pressure water, shower, self-tailing winches, roller furling, 110/130 mylar/155, VHF, depth, knot, Loran, inflatable dinghy, stereo, microwave, barbecue grill, pedestal table. \$33,500. Call Mike (415) 677-6304 (days), (415) 885-6811

PEARSON 30, 1975. Excellent inside and out. Atomic 4, new Loran, VHF, DS, KM and more. new main, new 120% jib, extras included. Ready for 1991 spring bay sailing. \$20,900. Call (408) 246-9098, (415) 948-0194.

PEARSON FLYER 30-FT, 1980. "Outrageous." One owner, excellent condition, race ready, BMW diesel, 4 sails, Blaupunkt radio, owner financing available. \$22,500 b/o. Call Jim (415) 979-0600 (days), (415) 457-3058 (eves). Marin location. Make offer.

NEWPORT 30 II GREAT ONE-DESIGN CLASS. excellent cruiser, 4 sails, including spinnaker & gear, 8 winches, Volvo diesel, wheel steering, propane stove and oven, VHF, knotmeter, 3 compasses. \$19,500 b/o. Must sell. Call (415) 531-2261

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31-FT ERICSON INDEPENDENCE CUTTER, 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SatNav, VHF, KM/DS, dodger, Maxwell-Nillsen windlass, CQR, H-T chain, pressure water, A/P, heater, stereo, tri-mastlight, inflatable. \$37,500 b/o or trade up. (619) 222-2996.

30-FT STONE BUILT YANKEE one-design sloop designed by L. Francis Herreschoff. "A sailor's sailboat," excellent condition. Full cover, all teak cockpit, mahogany trim, daysailer, 2 suits of sails. \$13,950 b/o. (415) 949-4229 (eves).

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30-FT CLIPPER MARINE. Finest clipper affoatl Largest trailerable fixed-keel made, includes EZ Loadertandem. Proven bay/coastal family crulser. Sleeps 5, 6-ft headroom, 25 hp, KM/DS, Loran, RDF, stereo/tape/CD, LPG stove/oven & many extras. \$16,500 b/o. (415) 382-9575.

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32 TO 39 FEET

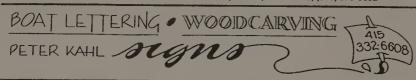
RAFIKI 35, 1980. Loaded, excellent condition, documented, great liveaboard. Diesel, new epoxy bottom, teak decks, varnished rails and trim, new full boat cover. Five sails, furling, dinghy, davits, dodger, modern electronics, refrigeration, heater. Lots more! Ready to cruise. \$65,000. (415) 595-3094.

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O'DAY 32. Documented, diesel, pedestal steering, Radar, Loran, VHF, h/c pressure water, plus lots more. \$26,000. (415) 283-8096.

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37-FT SLOOP (BRITTON CHANCE). Perkins 4-108, exc. cond. \$35,000 (paid \$70,000). Location La Paz B.C.S. Mexico. 011-52-682-2-55-28, (619) 437-8224 (after 6 pm).

CAL 35, 1980. See to appreciate this high quality, lovingly maintained, fast cruiser, spacious elegant Interior/outstanding liveaboard, diesel englne, diesel heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, cruise and the standard of the standard spinnaker, h/c water, KM, DS. \$72,000. (415) 969-9512

32-FT DUTCH BUILT STEEL SLOOP. Sistership of "Icebird." Radar, Loran, depth finder, autohelm, electrolysis monitor, dodger, windlass, diesel engine, tabernacle mast, 6 sails. Propane oven w/monitor. Warm, cozy mahogany interior. Proven cruiser. \$35,000 or trade for bigger boat. (707) 875-2540.

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NOR' WEST 33 SLOOP, 1978. Blue water sgl hand cruiser roller furling. 2 sets sails. 4 ST winches, Atomic 4, las-drop shaft seal, feathering prop, inflatable, dodger, solar panels, tri-cycle charge regulator, stem boarding ladder. Loaded. Bristol. \$50,000. (415) 349-8011.

ISLANDER 36. Perkins 4-108 diesel, roller furling, VHF, Loran, sounder, speed/log, stereo, microwave oven, epoxy bottom. This boat has been babied, never raced. "Great success, good resale value, healthy one-design fleet" Latitude 38, Jan. '91. \$40,750. (415) 968-5739.

SEARUNNER 37. Volvo dsl, SatNav, solar panels, wind/water gen., water maker, head, wind vane, refrig., MaxProp, new Doyle main, dinghy and 3.5 hp, cruise equipped, call for brochure or video. \$35,000. (415) 935-0898.

TARTAN 37, 1982. Sparkman Stephens design. Fast, solid, blue water cruiser, liveaboard. Documented, Mexico veteran, Westerbeke 50, roller furling jib, dodger with solar panel, refrigeration, h/c pressure water, anchor windlass, shore power and telephone. \$71,000. (415) 399-1204.

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RAFIKI 37, cutter rigged, diesel aux. A proven cruiser. Loaded: dodger, Sun Shade, radar, Loran, autopilot, self-steering, ham and weather-fax, Avon dinghy/9.9 hp Evinrude, plus. Start cruising now. \$80,000. (916) 422-0523.

1975 WESTSAIL 32, factory finished. Seriously equipped cruiser. \$20,000 major 1990 refit with all pts. Almost all systems replaced with new or rebuilt complete with spares. Autopilot, vane, freezer, survival craft. Too many extras to list. \$57,500. (206) 246-3983.

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PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T workers, o/s primaries, B&G Hornet pack inst./ ICOM VHF/Loran/elec windlass/3 anchors/AP/ holdover ref? 4/90 haul/bottom. SSF liveaboard. Must see. \$82,000. (415) 857-2429 (days), (415) 952-6651 (eves).

33-FT HANS CHRISTIAN 1986/87. Many factory options, proven vet Canada to Cortez. Excellent condition, B&G Hornet 4/Hecta instr., VHF, Loran, refrig, Monitor windvane, Autohelm 6000, liferaft, dodger/cockpit cover, windlass, 35 & 45 #CQR/chain. Much more. \$120,000. (619) 425-8659, (415) 751-5780.

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TAYANA 37. Traditional cutter, loaded, all in excellent shape, SatNav, AP, stereo, VHF, RDF, dodger, dink, refer, h/c pressure water, etc. Cruise or liveaboard. See others, then this one. Asking \$83,000 or \$16,500 down, \$730/month. (415)

CATALINA 36, 1983. Very good condition, new interior cushions, head, batteries. Epoxy and Petit Trinidad bottom paint 4/90. Knotmeter, DS, VHF, batt. chrg. Larsen main, 110%, 1.5 oz spinnaker. Must selll \$44,500 - all offers considered. No brokers. (415) 381-6732.

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37-FT LOA RASMUSSEN designed and built double-ended Danish cutter. Pitch-pine planking on oak frames, Alben diesel, classic mahogany/teak interior. New electronics, sails, inflatable, many extras, excellent one-of-a kind cruiser/liveaboard. \$45,000. (415) 392-0824.

37-FT ALDEN COASTWISE CRUISER. Cedar over oak, cutter rig. Design #675 is described on p. 236 in *John G. Alden and His Yacht Designs*. 1953 Transpac vet. Eligible for Master Mariner. Must see to appreciate. Port of Redwood City berth. \$34,900. (408) 338-9402.

RANGER 33. Atomic 4, dodger, heater, shore-power, epoxy bottom, many extras. Perfect coastal and bay cruiser. Call for more information. \$26,500. (408) 374-2899 (home), (408) 371-6681 (work).

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40 TO 50 FEET

40-FT PINKY SCHOONER, 1971. Gaff-rigged. Volvo diesel. Fir on oak. \$50,000 firm. Call (213) 396-3694

40-FT PIVER VICTORESS. Ketch rigged, ready to go anywhere. Extensive inventory. Volvo diesel, windvane, dinghy w/davits, Loran, depth sounder, VHF, speed log, AC/DC refrigerator & TV, EPIRB, 5 sails, 4 anchors, sea anchor, and much much more. Can be seen at Harris Yacht Harbor, at the east end of Port Chicago Highway, West Pittsburg, CA This boat must sell fast. \$30,000 b/o. (415) 458-1606.

ISLANDERFREEPORT 41, 1981. Commissioned 1984. Pathfinder 85 hp diesel, Radar/Loran, 2 heads, showers, full galley, large salon, teak interior, dinghy on davits, autopilot, dodger. Perfect liveaboard. Excellent condition. Lease or lease option considered. \$92,500. (415) 347-0990.

SWAN 41 1976 S&S DESIGN. Harken roller furling, headsail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot w/remote, CD and cassette player, Adler Barbour refrigeration, h/c pressure water, double bunk aft stateroom, custom woodworking and various other modifications throughout. \$150,000. Call (415) 769-0878

CLASSIC "DOUBLE-ENDER" English ketch, 1937. 49 1/2' x 12 1/2' x 6'2", pitch pine on royal oak, copper riveted, lead keel, teak deck & interior, 6 cylinder Perkins, SatNav, Loran, excellent passage maker, liveaboard comfort. Reasonably priced. (415) 332-1020.

YANKEE CLIPPER 48 LOA, 41 LOD. Garden designed F/G ketch, 1eak decks. Perkins 4-108, lowhours. Loran autopilo1 with vane, remote. 12v refrigerator, planing dinghy with o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. Reduced to \$60,000. (415) 398-8170, (415) 861-6519.

45-FT STEEL PILOTHOUSE, cutter rigged, 2 steering stations, well equipped for cruising or liveaboard, large aft cabin. Professionally built, commissioned 1988, circumstances force sale. \$100,000 or offer, reply: Boatowner, Box 428, La-Conner, WA 98257.

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CAL 40, 1969. 10 hp Saab diesel, propane stove w/oven, KM, DS, Loran, new epoxy bottom. (415) 898-7422.

40-FT VALIANT PILOTHOUSE. 1980 by Unifilite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno Radar and Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture and specs. \$185,000. (408) 371-0180.

41-FT COLUMBIA MOTORSAILER, show quality. Excellent cruiser and liveaboard. Custom teak interior. New dodger and cushions for spacious center cockpit. Excellent electronics, sails, anchors. 50 hp Perkins and much more!! \$69,000. (805) 650-7363 (Ventura).

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CAL 40. Se1 up for cruising including modified interior. On private mooring - San Carlos, Sonora, Mexico. Write or call for complete equipment list: Jim Austin, c/o Bogdanski, Apdo 334, Guaymas, Sonora, Mexico. Phone 2-11-25 (in Guaymas). \$55,000.

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CENTURION 42, 1987. Two 1/4 partnerships are available in this luxurious yacht built by Henri Wacquiez. Sausalito berth, professionally maintained, all amenities, like new condition. Two professionals looking for 2 more experienced sailors. Cail Gordon for details (415) 653-5727 (eves).

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IF YOU WANT TO SELL YOUR AROUND 30-FT cruising sailboat mono or trihull and can finance it yourself, I can put 10% to 25% down and will pay 10% interest. (415) 523-6303.

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WANTED: Sexy, sassy, funny, adventurous, pirate wench. Black 36-ft cutter "Freebird" - exploring & hot tubs! March departure, Newport, Oregon - Santa Cruz, Queen Charlottes, (Mexico in fall). Skipper: tall, fun, sculptor, poet, musician. "Digger" Smith, 16045 - 179th Pl., NE, Woodinville, WA 98072, (206) 676-9379.

FEMALE CREWMATE DESIRED by 35-yr old male. Interested in world travel, outdoor activities, other cultures. Openminded, no drugs, little booze. Their boat for starters, maybe ours later. Captains also note. P.O. Box 6382, Oakland, CA 94614.

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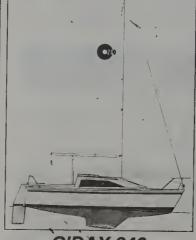
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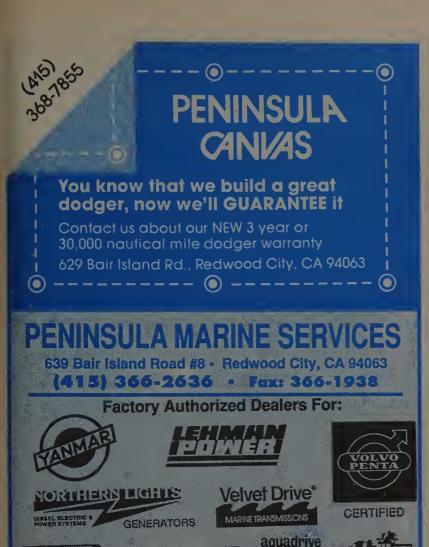
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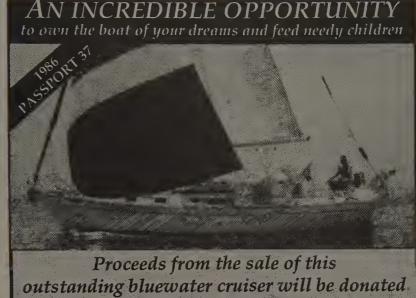
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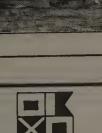
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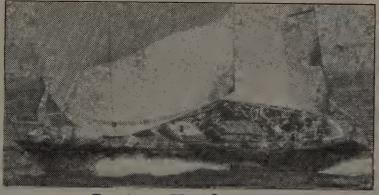
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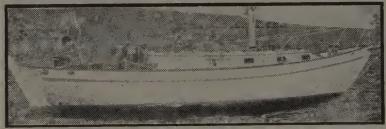
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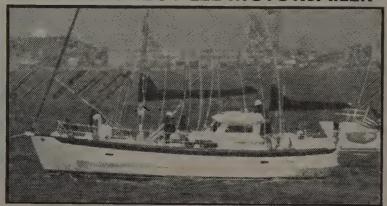
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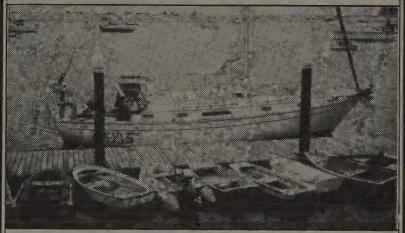


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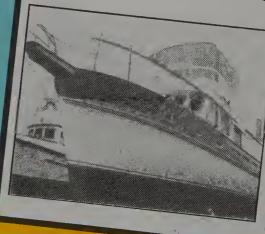
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